

Notice of Exemption**Appendix E**

To: Office of Planning and Research
P.O. Box 3044, Room 113
Sacramento, CA 95812-3044

County Clerk

County of: San Francisco

1 Dr. Carlton B Goodlett Place City Hall

San Francisco, CA 94102-4678

From: (Public Agency): California Department of Motor Vehicles
2415 First Avenue, MS A156
Sacramento, CA 95818

(Address)

Project Title: San Francisco Fell Street DMV Field Office Replacement

Project Applicant: California Department of Motor Vehicles

Project Location - Specific:

1377 Fell Street; Assessor Parcel Numbers 1214-017, -007, -008, -009, -009A

Project Location - City: San Francisco Project Location - County: San Francisco

Description of Nature, Purpose and Beneficiaries of Project:

See attached Project Description (Attachment 1).

Name of Public Agency Approving Project: California Department of Motor Vehicles

Name of Person or Agency Carrying Out Project: California Department of General Services

Exempt Status: **(check one):**

- Ministerial (Sec. 21080(b)(1); 15268);
- Declared Emergency (Sec. 21080(b)(3); 15269(a));
- Emergency Project (Sec. 21080(b)(4); 15269(b)(c));
- Categorical Exemption. State type and section number: Replacement of Reconstruction (15302)
- Statutory Exemptions. State code number: _____

Reasons why project is exempt:

The new structure will be located on the same site as the structure replaced and will have substantially the same purpose and capacity as the structure replaced. An Initial Study (IS) has been prepared to evaluate whether the Class 2 exemption applies to the project and to determine whether any exceptions to the Class 2 exemption would not apply, pursuant to Sections 15300.2 and 15302 of the CEQA Guidelines. The Project Description demonstrates that the project would be located at the same site and would replace a structure with a new structure that has substantially the same purpose and capacity as the replaced structure. The IS concluded that the proposed project would not potentially affect any environmental factors pursuant to the CEQA Guidelines and no mitigation measures would be required. Therefore, the Class 2 exemption is applicable; see attached Project Description (Attachment 1) and IS (Attachment 2).

Lead Agency

Contact Person: Kelly Piceno Area Code/Telephone/Extension: 916.848.0843

If filed by applicant:

1. Attach certified document of exemption finding.

2. Has a Notice of Exemption been filed by the public agency approving the project? Yes No

Signature: Kelly Piceno Date: 7/11/2023 Title: DCMS

Signed by Lead Agency Signed by Applicant

Authority cited: Sections 21083 and 21110, Public Resources Code.
Reference: Sections 21108, 21152, and 21152.1, Public Resources Code.

Date Received for filing at OPR: _____

ATTACHMENT 1

**Project Description for
the Notice of Exemption**

.....

San Francisco Fell Street DMV Field Office Replacement Project Project Description – Notice of Exemption

The California Department of Motor Vehicles (DMV) proposes to demolish the existing two-story DMV field office at 1377 Fell Street in San Francisco, California and construct a single-story facility of a similar size. The proposed project consists of the demolition of the existing 24,000 square foot, two-story field office and construction of a new field office on the same 2.47-acre site. The proposed maximum 20,000 square foot single-story building would be a maximum 36 feet high as measured from the finish floor elevation to the top of the roof; this represents a decrease in overall useable floor space and a 7-foot height increase compared to the existing DMV field office which is approximately 29 feet high. The existing field office currently occupies a 15,500 square foot footprint, while the proposed field office would occupy a maximum 20,000 square foot footprint.

The new field office would include multiple service counters (“production terminals”) and a public service area, a testing area, employee workrooms and open work areas, employee multipurpose rooms, and public and employee restrooms. The current DMV field office is staffed with 56 employees. The proposed project would be staffed with a maximum of 60 employees. The proposed project would accommodate the existing number of daily customers (approximately 740) and the anticipated number of daily customers in future years. The parking lot would accommodate approximately 110 of parking spaces, which represents a decrease of 40 spaces. The reconfigured 110-space parking lot area is anticipated to include electric and clean air vehicle parking spaces. The parking lot would also be developed with solar panels that would be constructed on two carport type structures covering a total of approximately 7,000 square feet and be approximately a maximum 17 feet tall.

The project would also be developed with a new drive test canopy that would be attached to the proposed field office structure. The project would modify the on-site circulation system and parking lot layout. Currently, four driveways provide access to the site. As proposed, the project would include driveways along Fell Street, Baker Street, Oak Street and/or Broderick Street for ingress and egress. It is anticipated that the existing 7-foot-high wrought iron fence would remain in place and reconfigured to accommodate the proposed driveways and project design. The project also includes site work, connection to utilities (water, sewer, and power), walkways, curbs and gutters, signage, landscaping and irrigation, trash enclosures, site drainage, and site lighting.

A new outdoor PA system would replace an existing PA system that would notify customers waiting in the parking lot area for appointments. Speakers would be installed on the exterior of the new field office building and the PA system would announce appointments on a regular basis during normal hours of operation. The new outdoor PA system would operate in a similar fashion to the existing one. The new field office building would be designed to achieve LEED Silver certification and would target ZNE performance. ZNE indicates that the total amount of the energy used by the building on an annual basis would be approximately equal to the amount of renewable energy generated on site.

Core operating hours of the new field office would be 8:00 a.m. to 5:00 p.m., Monday through Friday. Employees could enter and leave the facility outside the core operating hours (typically between 7:30 a.m. to 6:00 p.m.).

Construction would occur during the design/build phase of the project and last approximately 23 months; beginning in the Summer of 2024. The new field office building is scheduled to open to the public in the Summer of 2026. All construction activities of the project, including demobilization of equipment and personnel, would be conducted between the hours of 7:30 a.m. and 4:30 p.m. only.

ATTACHMENT 2
Initial Study

Initial Study

San Francisco Fell Street DMV Field Office Replacement Project

APRIL 2023

Prepared for:

CALIFORNIA DEPARTMENT OF GENERAL SERVICES

707 3rd Street, 4th Floor
West Sacramento, California 95605

On behalf of the Lead Agency:

CALIFORNIA DEPARTMENT OF MOTOR VEHICLES

2415 First Avenue, MS A156
Sacramento, California 95818

Prepared by:

DUDEK

1630 San Pablo Avenue
Oakland, California 94612
Contact: Daniel Hoffman

Table of Contents

SECTION	PAGE
Acronyms and Abbreviations.....	iii
1 Introduction	1
1.1 Project Description	1
1.2 California Environmental Quality Act Compliance	8
2 Summary of Findings	25
2.1 Environmental Factors Potentially Affected	25
3 Initial Study Checklist.....	27
3.1 Aesthetics	29
3.2 Agriculture and Forestry Resources	36
3.3 Air Quality	38
3.4 Biological Resources	48
3.5 Cultural Resources	52
3.6 Energy	55
3.7 Geology and Soils	60
3.8 Greenhouse Gas Emissions	66
3.9 Hazards and Hazardous Materials	70
3.10 Hydrology and Water Quality.....	76
3.11 Land Use and Planning	82
3.12 Mineral Resources	87
3.13 Noise	88
3.14 Population and Housing.....	99
3.15 Public Services	101
3.16 Recreation.....	103
3.17 Transportation	105
3.18 Tribal Cultural Resources.....	113
3.19 Utilities and Service Systems.....	115
3.20 Wildfire	120
3.21 Mandatory Findings of Significance	122
4 References and Preparers.....	125
4.1 References Cited	125
4.2 List of Preparers	131

APPENDICES¹

- A Air Quality and Greenhouse Gas Emissions Technical Memorandum
- B Cultural Resources Inventory Report
- C State Historic Preservation Office Concurrence Letter
- D.1 Phase I Environmental Site Assessment Inventory Report
- D.2 Phase II Environmental Site Assessment
- E Noise and Vibration Assessment
- F Transportation Assessment

FIGURES

1	Project Location	11
2	Project Site	13
3	Conceptual Site Plan.....	15
4	Project Site Existing Views.....	17

TABLES

1	Permits or Other Actions Required.....	8
2	Air Quality - Thresholds of Significance.....	39
3	Average Daily Construction Criteria Air Pollutant Emissions	42
4	Daily Operational Criteria Air Pollutant Emissions	43
5	Annual Operational Criteria Air Pollutant Emissions.....	43
6	Construction Health Risk Assessment Results	45
7	Total Proposed Project Construction Petroleum Demand	57
8	Petroleum Demand – Operations	58
9	Estimated Annual Construction GHG Emissions.....	68
10	Estimated Annual Operational GHG Emissions.....	69
11	Typical Noise Levels Associated With Common Activities	89
12	Measured Average Traffic Sound Level and Manual Traffic Count Results	93
13	Existing Traffic Noise Modeling Results (dBA CNEL).....	94
14	Construction Equipment Noise Levels.....	94
15	Construction Phase, Duration, and Equipment Estimates	95
16	Construction Noise Model Results Summary.....	96
17	Existing Project Site Trip Generation Summary.....	108
18	Proposed Project Trip Generation	109
19	Daily Vehicle Miles Traveled.....	112

¹ Appendices are available upon request from Dudek on behalf of the California Department of General Services and California Department of Motor Vehicles. To request appendices, please email SFDMV@dudek.com with the subject line “San Francisco DMV Appendices.”

Acronyms and Abbreviations

Acronym/Abbreviation	Definition
AB	Assembly Bill
ACM	asbestos-containing materials
APEZ	Air Pollutant Exposure Zone
APN	Assessor's Parcel Number
BAAQMD	Bay Area Air Quality Management District
BMP	best management practice
BUG	backlight, uplight, and glare
CAAQS	California Ambient Air Quality Standards
CalEEMod	California Emissions Estimator Model
CalGREEN	California Green Building Standards Code
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CBC	California Building Code
CCR	California Code of Regulations
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CFGC	California Fish and Game Code
CHL	California Historic Landmark
CHP	California Highway Patrol
City	City of San Francisco
CNDDDB	California Natural Diversity Database
CNEL	Community Noise Equivalent Level
CO	carbon monoxide
CO ₂	carbon dioxide
CO _{2e}	carbon dioxide equivalent
CRHR	California Register of Historical Resources
DGS	Department of General Services
DMV	Department of Motor Vehicles
DPM	diesel particulate matter
DTSC	Department of Toxic Substances Control
EPA	Environmental Protection Agency
EV	electric vehicle
FHWA	Federal Highway Administration
GHG	greenhouse gas
GSR	Groundwater Storage and Recovery
GWP	global warming potential
HFC	hydrofluorocarbon
HMBP	Hazardous Material Business Plan
HMMP	Hazardous Materials Management Plan
HRA	health risk assessment

Acronym/Abbreviation	Definition
HVAC	heating, ventilation, and air conditioning
HWTS	Hazardous Waste Tracking System
IPaC	Information for Planning and Consultation
IS	Initial Study
ITE	Institute of Transportation Engineers
kWh	kilowatt-hour
LEED	Leadership in Energy and Environmental Design
LID	low impact development
LRA	Local Responsibility Area
MBTA	Migratory Bird Treaty Act
MEIR	Maximum Exposed Individual Resident
mgd	million gallons per day
MM	mitigation measure
MPH	miles per hour
MT	metric ton
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NCT	Neighborhood Commercial Transit
NDS	National Data and Surveying Services
NESHAP	National Emission Standards for Hazardous Air Pollutants
NHMLA	Natural History Museum of Los Angeles
NO ₂	nitrogen dioxide
NOPA	North of the Panhandle
NO _x	oxides of nitrogen
NPDES	National Pollutant Discharge Elimination System
NRHP	National Register of Historic Places
NWIC	Northwest Information Center
O ₃	ozone
OHP	Office of Historic Preservation
OPR	Governor's Office of Planning and Research
OSHA	Occupational Safety and Health Administration
PA	public address
PAH	polycyclic aromatic hydrocarbons
PCB	polychlorinated biphenyls
PCFMA	Pacific Coast Farmers' Market Association
PFC	perfluorocarbon
PG&E	Pacific Gas & Electric
PM ₁₀	particulate matter equal to or less than 10 microns in aerodynamic diameter
PM _{2.5}	particulate matter equal to or less than 10 microns in aerodynamic diameter
PPV	peak particle velocity
PRC	Public Resources Code
proposed project	San Francisco Fell Street DMV Field Office Replacement Project
RCNM	Roadway Construction Noise Model

Acronym/Abbreviation	Definition
RFP	request for proposal
RM	Residential-Mixed, Moderate
RWQCB	Regional Water Quality Control Board
SFBAAB	San Francisco Bay Area Air Basin
SFFD	San Francisco Fire Department
SFMTA	San Francisco Municipal Transportation Agency
SFPD	San Francisco Police Department
SFPUC	San Francisco Public Utility Commission
SFUSD	San Francisco Unified School District
SHPO	State Historic Preservation Officer
SLF	Sacred Lands File
ST	short-term
SVP	Society of Vertebrate Paleontology
ROG	reactive organic gas
sf	square foot
SWPPP	stormwater pollution prevention plan
TAC	toxic air contaminant
TAZ	transportation analysis zones
TIA	Transportation Impact Analysis
TNC	transportation network company
UCMP	University of California Museum of Paleontology
US	United States
USGS	United States Geological Survey
UWMP	Urban Water Management Plan
VDECS	Verified Diesel Emission Control Strategy
VMT	vehicle miles traveled
ZNE	Zero Net Energy

INTENTIONALLY LEFT BLANK

1 Introduction

1.1 Project Description

Background and Need for Project

The California Department of Motor Vehicles (DMV) proposes to demolish the existing two-story DMV field office at 1377 Fell Street in San Francisco, California and construct a single-story facility of a similar size.

The DMV has determined that the existing DMV Fell Street field office is not sized appropriately to accommodate the existing employee and service demand levels needed at this location. The field office is one of the busiest in the region; it is the only DMV field office in the City of San Francisco and processes approximately 223,000 transactions annually and serves approximately 740 daily customers. The DMV projects that the total number of transactions at this field office will increase to approximately 229,000 by 2027. Currently, the first floor of the DMV building is used for DMV field office operations, and the second floor is currently used for Driver Safety and Occupational Licensing offices. The project would relocate the existing second floor office uses into another permanent leased space off site; the entire new single-story building would be used exclusively for field office operations. Therefore, the project would provide additional space for the DMV field office to serve customers.

The existing field office was constructed 61 years ago, in 1961, and has seismic and structural issues that require maintenance and upgrades. The existing building is also energy inefficient and requires upgrades to comply with the current California Building Code (CBC). The 62-year-old building has aged and obsolete building systems at risk of failure.

In concert with providing a more efficient and effective space to carry out the services necessary at this DMV field office, the project includes design features throughout the redesigned site and building to increase energy efficiency. Furthermore, in consideration of Governor Newsom's initiatives, such as Senate Bill 100 and the California Energy Efficiency Action Plan, for green buildings and sustainable development, the facility would demonstrate how sustainability and energy efficiency goals can be integrated into facility building design and operations. To that extent, DMV will seek to achieve Leadership in Energy and Environmental Design (LEED) Silver, or better, certification and target Zero Net Energy (ZNE) performance.

In summary, the DMV's objectives for the proposed project are to:

1. Address current seismic and structural building concerns associated with the DMV Fell Street field office;
2. Increase the size of the DMV Fell Street field office to accommodate DMV employees, improve customer services, and meet the current and future needs of the San Francisco community; and
3. Increase building energy efficiency through design features in conjunction with the Governor's initiatives for green building and sustainable development.

Project Location and Environmental Setting

The 2.47-acre project site is located at 1377 Fell Street, in City of San Francisco (City), directly east of the Panhandle, which is the name of the most eastern portion of Golden Gate Park. The project site is approximately one mile west of United States Route (US-) 101 and bounded by two one-way connector streets: Fell Street to the

north and Oak Street to the south. The rectangularly shaped project site is owned by the State of California and is identified as Assessor's Parcel Numbers (APNs) 1214-017, 1214-007, 1214-008, 1214-009, 1214-009A. The location of the project site is shown in a regional context on Figure 1, Project Location.

The existing project site overlaps two urban neighborhoods within central San Francisco: the North of the Panhandle (NOPA) and Haight Ashbury neighborhoods. The project site is surrounded by roadways and existing urban development. The field office is surrounded by single- and multi-family residences to the north and south, commercial retail businesses to the east (across Broderick Street), and the Panhandle to the west (across Baker Street). The project site is designated within a Residential-Mixed, Moderate Density (RM-2) zoning district. Properties to the north and south are zoned within a variety of low, medium, and high-density residential zoning districts; properties to the east are zoned within the Divisadero Street Neighborhood Commercial Transit District (NCT); and the Panhandle property to the west is designated under a Public (P) zoning district. The project site boundary is shown in a local context on Figure 2, Project Site Boundary.

The project site is currently developed with the existing 24,000 square foot, two-story, DMV field office, which serves as the only DMV field office in the City. The site is also currently developed with a surface parking lot with approximately 150 parking spaces, driving test lane/canopy, motorcycle testing area, and 7-foot fence around the perimeter of the site that was erected in 2017. The building was originally constructed in 1961 as single-story; in 1967, a second story addition was built. The project site is almost entirely paved and the surface parking lot includes several small and medium-sized trees. Access to the project site is provided along Fell Street, Baker Street, and Broderick Street. There is one driveway along Fell Street which is a two-way for entry and exit, and a driveway along Baker Street that is exit only. There are also two open driveways along Broderick Street; one is an exit only driveway onto Broderick Street and the other is an entrance only driveway from Broderick Street. At each driveway there is a vehicular sliding gate which are kept open during business hours. Along Broderick Street, there are two additional curb cuts which were previously used as driveways but are now closed off by fencing and bollards. The current DMV field office is equipped with a public address (PA) system that is used on the exterior of the building to notify waiting customers of appointments.

The Department of General Services (DGS), with the consent of DMV, has entered into an agreement with Pacific Coast Farmers' Market Association (PCFMA) to use the site's parking lot on Sundays from 9:00 a.m. to 1:00 p.m. for the placement of vehicle parking for the Divisadero Farmers' Market.

Project Characteristics and Design

The proposed project consists of the demolition of the existing 24,000 square foot, two-story field office and construction of a new field office on the same 2.47-acre site. The proposed maximum 20,000 square foot single-story building would be a maximum 36 feet high as measured from the finish floor elevation to the top of the roof; this represents a decrease in overall useable floor space and a 7-foot height increase compared to the existing DMV field office which is approximately 29 feet high. The existing field office currently occupies a 15,500 square foot footprint, while the proposed field office would occupy a maximum 20,000 square foot footprint².

The new field office would include multiple service counters ("production terminals") and a public service area, a testing area, employee workrooms and open work areas, employee multipurpose rooms, and public and employee restrooms. The current DMV field office is staffed with 56 employees, including 20 employees for the DMV's Driver Safety Office, which is located on the second floor of the existing building. The new field office building will no longer

² The proposed building's square footage and footprint does not include the proposed drive test canopy

support the DMV's Driver Safety Office or its 20 current employees. The proposed project would be staffed with a maximum of 60 employees. The proposed project would accommodate the existing number of daily customers (approximately 740) and the anticipated number of daily customers in future years. Although the number of daily transactions is anticipated to increase at this field office, as described above, the DMV anticipates the number of daily in-person customers to remain similar to current levels; this is due to the expected increase in remote/digital transactions DMV customers will engage in in future years. The parking lot would accommodate approximately 110 of parking spaces, which represents a decrease of 40 spaces. The reconfigured 110-space parking lot area is anticipated to include electric and clean air vehicle parking spaces. The parking lot would also be developed with solar panels that would be constructed on two carport type structures covering a total of approximately 7,000 square feet and be approximately a maximum 17 feet tall. The solar panels would produce a minimum of 180,000 kilowatts hours per year (kWh)/year of direct current; the site has additional space to accommodate additional solar panels that could increase total solar output to 250,000 kWh/year. As part of the Design-Build phase of the project, an exterior glare analysis would be conducted to assess potential glare impacts associated with the proposed solar panels.

The project would also be developed with a new drive test canopy that would be attached to the proposed field office structure. The preliminary layout of the new field office building and parking spaces is depicted on Figure 3, Conceptual Site Plan. At the current stage of the project, the site plan is conceptual and is subject to changes based on the ongoing Design-Build phase. The basic components and requirements of the site plan are anticipated to remain constant throughout the Design-Build phase; however, specific driveway and building locations are subject to change based on the selected Design-Build team's proposal.

The existing DMV field office, located in the center of the City, services a high volume of pedestrian and/or transit-based traffic compared to other DMV field offices. As a result, on-site circulation would be optimized with a focus on pedestrian- and transit-oriented travelers as part of the replacement process. The project would modify the on-site circulation system and parking lot layout (see Figure 3). Currently, four driveways provide access to the site. As proposed, the project would include driveways along Fell Street, Baker Street, Oak Street and/or Broderick Street for ingress and egress. It is anticipated that the existing 7-foot-high wrought iron fence would remain in place and reconfigured to accommodate the proposed driveways and project design.

The project also includes site work, connection to utilities (water, sewer, and power), walkways, curbs and gutters, signage, landscaping and irrigation, trash enclosures, site drainage, and site lighting.

A new outdoor PA system would replace an existing PA system that would notify customers waiting in the parking lot area for appointments. Speakers would be installed on the exterior of the new field office building and the PA system would announce appointments on a regular basis during normal hours of operation. The intent of the PA system is to offer outdoor seating for customers who are waiting for appointments. The existing PA system is used continuously throughout the day, during operational hours, whenever a ticket is called for customers. The system is checked daily by office managers to ensure the sound level is appropriately set. The new outdoor PA system would operate in a similar fashion. To ensure compliance with existing regulations in the City's Noise Ordinance (i.e., Section 2909 of the Police Code), prior to the DMV opening for business, the new PA system would be tested and adjusted by DMV to achieve the relevant noise limits (i.e., no greater than 5 dBA over the daytime ambient level of 68 dBA L_{eq} at residences across Fell Street and Oak Street, and at the south and east facades of the immediately adjacent apartment building). If the testing shows that it is not feasible to adjust the PA system to comply with this noise level, then the DMV would not use the PA system and shall instead implement a digital notification system in lieu of the PA system. PA system testing would be required, as a performance criteria, by the selected construction contractor through contractual agreements with DGS.

The new field office building would be designed to achieve LEED Silver certification and would target ZNE performance. ZNE indicates that the total amount of the energy used by the building on an annual basis would be approximately equal to the amount of renewable energy generated on site. The electrical consumption for the proposed project is estimated to be between 180,000 kWh/year and 250,000 kWh/year which would be generated by the proposed solar panels.

In compliance with the San Francisco Public Utilities Commission (SFPUC) Stormwater Management Ordinance, Public Works Code, Article 4.2 Sections 147-147.6, and Stormwater Management Requirements and Design Guidelines (SMR), the project will incorporate Low Impact Development features, such as bioswales, infiltration basins, harvest/reuse, and/or mechanical/filter treatment technology (e.g., modular wetlands). The Low Impact Development best management practices (BMPs) will be designed based on the results of a stormwater infiltration analysis and based on final design plans, in accordance with the SMR, and shall target pollutants of concern in runoff from the project site. The minimum performance standards required under the SMR include:

- Projects with existing impervious surfaces greater than 50%, such as the project site, shall reduce post-construction runoff rate and volume by 25% relative to pre-development conditions for the 2-year, 24-hour design storm.
- BMP locations shall be selected based on collaboration among an interdisciplinary team to ensure that programmatic needs are met, physical constraints and opportunities are considered, and stormwater is managed safely.
- The Design team shall size the BMPs to achieve the desired stormwater performance results. Projects that are 5 acres or less can use the SFPUC electronic BMP Sizing Calculator to size BMPs.
- The interdisciplinary design team shall coordinate to determine BMP materials, plantings, plumbing connections, etc. The SFPUC has developed the Green Infrastructure Typical Details and Specifications to help inform BMP design.

Core operating hours of the new field office would be 8:00 a.m. to 5:00 p.m., Monday through Friday; however, extended office hours including but not limited to Saturdays, may be required to meet demand for specific programs such as the REAL ID Act. Employees could enter and leave the facility outside the core operating hours (typically between 7:30 a.m. to 6:00 p.m.).

Project Phasing and Construction

The project is comprised of two primary phases: the performance criteria phase and the design/build phase. The performance criteria phase is currently underway and involves California Environmental Quality Act (CEQA) evaluation, due diligence, program development, and preparation of a request for proposal (RFP) design build package. Construction would occur during the design/build phase of the project and last approximately 23 months; beginning in the Summer of 2024. The design/build phase also includes project design and regulatory approvals. Construction, under the design/build phase, would include several sub-phases such as: abatement, demolition, site work and utilities, building construction, and closeout. The new field office building is scheduled to open to the public in the Summer of 2026. All construction activities of the project, including demobilization of equipment and personnel, would be conducted between the hours of 7:30 a.m. and 4:30 p.m. only; this restriction would be in place through contractual agreements between the selected construction contractor and DGS.

Construction details such as those related to the approximate duration of each sub-phase, average worker trips by phase, total haul truck trips by phase, and equipment estimates, are provided in Section 3.3, Air Quality. During the

various phases of construction, equipment including an excavator, front-end loader, backhoe, scraper, bulldozer, compactor, excavator, medium crane, compressor, scissor lift, and boom lift would be used on site. Prior to the commencement of construction activities for the project, the construction contractor would be required, via contractual requirements with DGS, to demonstrate that all 25-horsepower or greater diesel-powered equipment is powered with California Air Resources Board (CARB)-certified Tier 4 Final engines³.

Construction Monitoring Commitments

Nesting Bird Monitoring

To ensure compliance with existing requirements of the Migratory Bird Treaty Act and the California Fish and Game Code, the construction contractor will be required, via contractual requirements with DGS, to have avian nesting surveys conducted by a qualified biologist experienced with the nesting behavior of bird species of the region. These surveys would be required to occur within 30 days, or as otherwise determined by a qualified biologist based on species potentially occurring on or adjacent to the site, of initial ground disturbance activities associated with construction or grading that would occur during the nesting/breeding season of native bird species potentially nesting on the site. The intent of the surveys is to determine if active nests of bird species protected by the federal Migratory Bird Treaty Act and/or the California Fish and Game Code are present in the construction zone or within 300 feet (500 feet or more for raptors, depending on species) of the construction zone. The surveys will be timed such that the last survey is concluded no more than 1 week prior to initiation of clearance/construction work. If ground disturbance activities are delayed, then additional pre-construction surveys will be conducted such that no more than one week will have elapsed between the last survey and the commencement of ground disturbance activities.

Under these contractual requirements, if active bird nests are found, clearing and construction, at a distance deemed sufficient by the qualified biologist, shall be postponed or halted until the nest is vacated, juveniles have fledged, and there is no evidence of a second attempt at nesting. The no-disturbance buffer distance shall take into consideration factors such as the species potentially affected by the disturbance; existing visual, noise, or topographic barriers between the disturbance area and the nest; the type, timing, and extent of the disturbance activity; and the nesting phase (nest building, incubation, age of young, etc.) of active nests being avoided. Limits of construction to avoid an active nest shall be established in the field with flagging, fencing, or other appropriate barrier, and construction personnel shall be instructed on the sensitivity of nest areas. The biologist shall serve as a construction monitor during those periods when construction activities will occur near active nest areas to ensure that no inadvertent impacts on these nests will occur. The results of the survey in the form of a memo, and any avoidance measures taken, shall be submitted to the DGS within 30 days of completion of the pre-construction surveys and/or construction monitoring to document compliance with applicable state and federal laws pertaining to the protection of native birds.

³ An exemption from this requirement may be granted if (1) the Applicant documents equipment with Tier 4 Final engines are not reasonably available, and (2) the required corresponding reductions in diesel particulate matter emissions can be achieved for the project from other combinations of construction equipment, such as engines that meet or exceed the CARB Tier 2 or Tier 3 standards and that have been retrofitted with CARB-certified Level 3 Verified Diesel Emission Control Strategy (VDECS). Equipment with engines meeting Tier 4 off-road emission standards automatically meet this requirement. Before an exemption may be granted, the Applicant's construction contractor shall: (1) demonstrate that at least two construction fleet owners/operators in San Francisco County were contacted and that those owners/operators confirmed Tier 4 Final equipment could not be located within San Francisco County during the desired construction schedule; and (2) the proposed replacement equipment has been evaluated using California Emissions Estimator Model (CalEEMod) or other industry standard emission estimation method and documentation provided to the lead agency to confirm that necessary project-generated emissions reductions are achieved.

Cultural and Paleontological Resource Monitoring

Prior to the start of construction, the construction contractor will be required (via contractual agreements with DGS) to alert all crew members to the potential to encounter archaeological material. In the unlikely event that cultural resources (sites, features, or artifacts) are exposed during construction activities, all construction work occurring within 100 feet of the find shall immediately stop and DMV representative contacted. A qualified specialist, meeting the Secretary of the Interior's Professional Qualification Standards, shall be assigned to review the unanticipated find, and evaluation efforts of this resource for the NRHP and CRHR listing shall be initiated in consultation with the lead agency. Prehistoric archaeological deposits may be indicated by the presence of discolored or dark soil, fire-affected material, concentrations of fragmented or whole freshwater bivalve shells, burned or complete bone, non-local lithic materials, or a characteristic observed to be atypical of the surrounding area. Common prehistoric artifacts may include modified or battered lithic materials; lithic or bone tools that appeared to have been used for chopping, drilling, or grinding; projectile points; fired clay ceramics or non-functional items; and other items. Historic-age deposits are often indicated by the presence of glass bottles and shards, ceramic material, building or domestic refuse, ferrous metal, or old features such as concrete foundations or privies. Preservation in place through avoidance, capping, or other options should be considered the preferred option for management of any inadvertent cultural discovery. If the discovery proves significant, and the area cannot be feasibly avoided, additional work, such as preparation of an Archaeological Treatment Plan, testing, or data recovery, shall be warranted. Furthermore, if tribal cultural resources are discovered by Native American representatives or monitors from interested Native American tribes, qualified cultural resources specialists, or other project personnel during construction activities, then work would be required to cease in the immediate vicinity of the find (based on the apparent distribution of cultural resources). The construction contractor would thereafter be required to retain a qualified cultural resources specialist and Native American representatives and monitors from culturally affiliated Native American tribes will assess the significance of the find and make recommendations for further evaluation and treatment as necessary. Such consultation would be consistent with the requirements of California Public Resources Code (PRC) Sections 21084.3(a) and (b) and CEQA Guidelines Section 15370. These requirements would be enforced via contractual agreements between DGS and selected construction contractor.

In the event that human remains are discovered during construction, the contractor is required to halt work in that area and procedures set forth in PRC Section 5097.98 and California Health and Safety Code Section 7050.5 shall be followed, beginning with notification to the County Coroner. No further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains shall occur until the County Coroner has reviewed the pertinent conditions and determined, within 2 working days of notification of the discovery, if the remains are human and appropriate next steps. If the County Coroner determines that the remains are, or are believed to be, Native American, he or she shall notify the NAHC in Sacramento within 24 hours. In accordance with PRC Section 5097.98, the NAHC must immediately notify those persons it believes to be the most likely descendant from the deceased Native American. The most likely descendant shall provide their recommendation within 48 hours of being granted access to the site. The designated Native American representative would then determine, in consultation with the property owner, the disposition of the human remains.

Prior to the start of construction, the contractor is required to alert all crew members of the potential to encounter paleontological material. In the unlikely event that paleontological resources (i.e., fossils) are exposed during construction activities, all construction work occurring within 100 feet of the find shall immediately stop and the lead agency representative contacted. A qualified vertebrate paleontologist, meeting the Society of Vertebrate Paleontology standards, shall be assigned to review the unanticipated find to determine the significance. If the discovery proves potentially significant under CEQA as determined by the qualified vertebrate paleontologist, and

the area cannot be feasibly avoided, additional work, such as preparation of a Paleontological Resources Impact Mitigation Program and paleontological monitoring shall be warranted. These requirements would be enforced via contractual agreements between DGS and the selected construction contractor.

Preparation and implementation of a Site Management Plan (SMP) consistent with the City of San Francisco's Maher Article 22A ordinance, would also be required as part of contractual requirements of the construction contractor; the SMP would include procedures related to handling of soils found with elevated levels of arsenic, lead, nickel, and cobalt; it would also include procedures for developing areas with lead concentration levels exceeding the commercial Environmental Screening Levels (ESLs) and include information related to soil handling procedures and sampling requirements for imported soils.

Construction Best Management Practices

To ensure compliance with existing regulatory requirements of the Bay Area Air Quality Management District (BAAQMD), the construction contractor will implement BAAQMD-recommended BMPs to control fugitive dust. Implementation of the following BMPs would be required through contractual agreements between DGS and construction contractor.

- BMP-1. All exposed surfaces (e.g., parking/staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.
- BMP-2. All haul trucks transporting soil, sand, or other loose material off site shall be covered.
- BMP-3. All visible mud or dirt track-out onto local roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.
- BMP-4. All vehicle speeds on unpaved roads shall be limited to 15 miles per hour (mph).
- BMP-5. All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.
- BMP-6. Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California Airborne Toxics Control Measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points.
- BMP-7. All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.
- BMP-8. Post a publicly visible sign with the telephone number and person to contact at the lead agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The BAAQMD's phone number shall also be visible to ensure compliance with applicable regulations.

Required Permits and Approvals

DMV is CEQA lead agency for the proposed project with assistance from the California DGS – Real Estate Services Division. This CEQA document may be used by responsible agencies and trustee agencies⁴ that may have some approval

⁴ Responsible agencies are state and local public agencies, other than the lead agency, that have some authority to carry out or approve a project or that are required to approve a portion of the project for which a lead agency is preparing or has prepared a CEQA document. Trustee agency means a state agency having jurisdiction by law over natural resources affected by a project, which are held in trust for the people of the State of California.

authority over the proposed project (i.e., to issue a permit). DMV would obtain all permits and approvals, as required by law. A list of permits or other forms of approval required of the proposed project is provided in Table 1.

Table 1. Permits or Other Actions Required

Agency	Jurisdiction	Permit Regulatory Requirement/Approval
State		
DGS/DMV	California Green Building Code	RFP conformance with the California Green Building Code
Regional Water Quality Control Board, Region 2 (San Francisco Bay)	Porter-Cologne Water Quality Control Act; California Water Code Division 7, Water Quality	Stormwater Construction General Permit 2009-0009-DWQ/CAS000002, as amended General Construction Activity National Pollution Discharge Elimination System Permit No. CAS 618036
Division of the State Architect	Americans with Disabilities Act	Accessibility Compliance Approval
State Fire Marshal	Fire and life safety plan approval	Facility Fire and Life Safety Program
Local		
City/County of San Francisco	Right of way improvements review	Encroachment Permits
City of San Francisco Fire Department	Fire and site access review	Local Response Issues Approval
PG&E	PG&E applicable regulations	Electrical Service Connection Approval
SFPUC	Water, sewer, and stormwater connections	Development Permits

Under the doctrine of sovereign immunity, DMV is not subject to local land use regulation: “When the state engages in such sovereign activities as the construction and maintenance of its buildings (and leasing of the building is no different), it is not subject to local regulations unless the Constitution says it is or the Legislature has consented to such regulations” (*Hall v. City of Taft* (1956) 47 Cal.2d 177, 183; *County of Los Angeles v. City of Los Angeles* (1963) 212 Cal.App.2d 160, 165). For informational purposes and in the interest of describing the local land use context of the proposed project, relevant City of San Francisco policies, laws, and regulations are provided in the Initial Study land use section. In addition, it is the state’s policy to work with the local land use agencies and to avoid planning and land use conflicts when possible.

1.2 California Environmental Quality Act Compliance

This Initial Study (IS) has been prepared per the requirements of the California Environmental Quality Act (CEQA) of 1970 (California Public Resources Code Section 21000, et seq.), and the CEQA Guidelines (California Code of Regulations, Title 14, Section 15000 et seq.). CEQA provides categorical exemptions that are applicable to categories of projects and activities that the California Natural Resources Agency has determined generally do not pose a risk of significant impacts on the environment. Pursuant to CEQA Guidelines Section 15302, a Class 2 categorical exemption can apply for “replacement or reconstruction” projects. According to the CEQA Guidelines, Class 2 exemptions consist of replacement or reconstruction of existing structures and facilities where the new

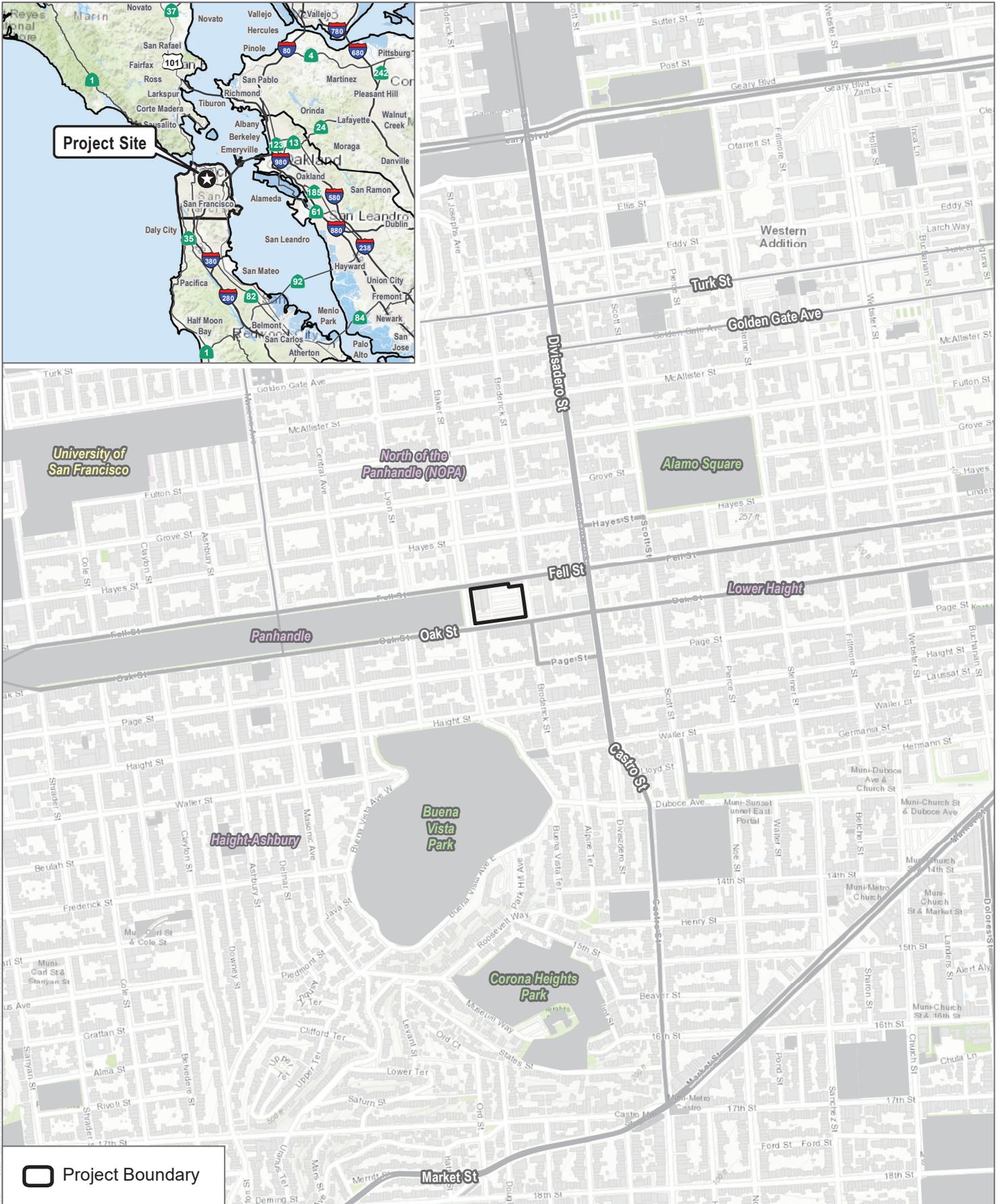
structure will be located on the same site as the structure replaced and will have substantially the same purpose and capacity as the structure replaced, including but not limited to:

- (a) Replacement or reconstruction of existing schools and hospitals to provide earthquake resistant structures which do not increase capacity more than 50 percent.
- (b) Replacement of a commercial structure with a new structure of substantially the same size, purpose, and capacity.
- (c) Replacement or reconstruction of existing utility systems and/or facilities involving negligible or no expansion of capacity.
- (d) Conversion of overhead electric utility distribution system facilities to underground including connection to existing overhead electric utility distribution lines where the surface is restored to the condition existing prior to the undergrounding.

This IS has been prepared to evaluate whether the Class 2 exemption applies to the project, consistent with the criteria stated above, and to determine whether any exceptions to the Class 2 exemption would not apply, pursuant to Section 15300.2 of the CEQA Guidelines. These exceptions are listed below:

- (a) Location. Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located – a project that is ordinarily insignificant in its impact on the environment may in a particularly sensitive environment be significant. Therefore, these classes are considered to apply all instances, except where the project may impact on an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.
- (b) Cumulative Impact. All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant.
- (c) Significant Effect. A categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.
- (d) Scenic Highways. A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway. This does not apply to improvements which are required as mitigation by an adopted negative declaration or certified EIR.
- (e) Hazardous Waste Sites. A categorical exemption shall not be used for a project located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code.
- (f) Historical Resources. A categorical exemption shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource.

INTENTIONALLY LEFT BLANK



SOURCE: USGS 7.5-minute Series San Francisco North Quadrangle

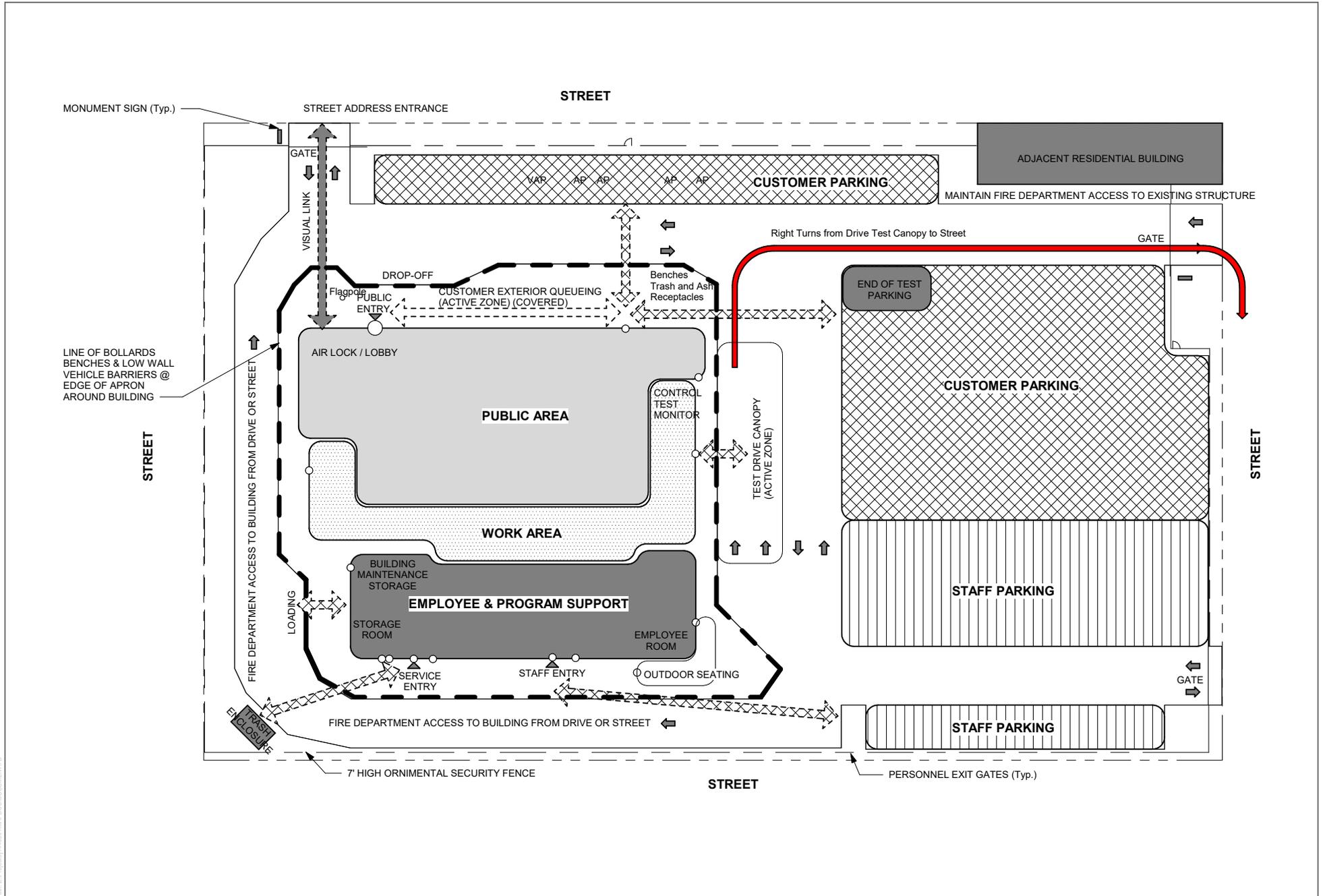
FIGURE 1

Project Location

San Francisco Fell Street DMV Field Office Replacement Project

INTENTIONALLY LEFT BLANK

INTENTIONALLY LEFT BLANK



File: Z:\Project\144581\DMV\PCDD\0000\DWG\INTP1

FIGURE 3

Conceptual Site Plan

San Francisco Fell Street DMV Field Office Replacement Project

INTENTIONALLY LEFT BLANK



Photo A – View from Fell Street facing South



Photo B – View from Fell Street facing Southwest

INTENTIONALLY LEFT BLANK



Photo C – View from Oak Street facing Northwest



Photo D – View from Oak Street/Baker Street intersection facing North

INTENTIONALLY LEFT BLANK



Photo E – View from Broderick Street facing Southwest



Photo F – View from Broderick Street facing West

INTENTIONALLY LEFT BLANK



Photo G – View from Baker Street facing East



Photo H – View from Baker Street facing Southeast

INTENTIONALLY LEFT BLANK

2 Summary of Findings

2.1 Environmental Factors Potentially Affected

The environmental factors checked below would be potentially affected by this project. The environmental factors checked below can be fully mitigated to less than significant with required mitigation measures.

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

INTENTIONALLY LEFT BLANK

3 Initial Study Checklist

1. Project title:

San Francisco Fell Street DMV Field Office Replacement

2. Lead agency name and address:

California Department of Motor Vehicles
2415 First Avenue, MS A156
Sacramento, California 95818

3. Contact person and phone number:

Dakota Smith, Senior Environmental Planner (Department of General Services)
916.376.1609

4. Project location:

1377 Fell Street
San Francisco, California (Figure 1)
APNs: 1214-017, 1214-007, 1214-008, 1214-009, 1214-009A

5. Project sponsor's name and address:

Same as Lead Agency

6. General plan designation:

N/A

7. Zoning:

Residential-Mixed, Moderate Density (RM-2) (City and County of San Francisco)

8. Description of project:

Please refer to Section 1.1, Project Description

9. Surrounding land uses and setting:

Please refer to Section 1.1, Project Description

10. Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement):

Please refer to Section 1.1, Project Description

- 11. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?**

An Assembly Bill (AB) 52 notification letter was sent on December 7, 2022 to all eight NAHC-listed culturally affiliated tribes by certified mail. No responses or concerns from any tribes were received.

3.1 Aesthetics

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
I. AESTHETICS – Except as provided in Public Resources Code Section 21099, would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Environmental Setting

A photographic inventory of the site and surrounding area was conducted on April 6, 2022 and September 12, 2022. Photographs were taken of the project site and surrounding area from several locations to support the characterization of the existing environmental setting. In addition to photographs of the site and surrounding area, information utilized to evaluate the potential aesthetic impacts of the proposed project includes aerial maps of existing land uses and development, the project description, and project-specific design data.

The City of San Francisco is located in San Francisco County and is characterized by dense urban development. The existing project site overlaps two urban neighborhoods within central San Francisco: the NOPA and Haight Ashbury neighborhoods. These areas are fully developed with urban uses including densely populated residential areas and commercial retail businesses.

The project site is in the central portion of the City and is situated east of the Panhandle, which is the most eastern portion of Golden Gate Park.

The project site is currently developed with the existing 24,000 gross square foot, two-story DMV field office. The field office occupies a 15,500 square foot footprint within the 2.47-acre project site. The ground floor of the building was completed in September 1961 with architecture representing the “International Style,” a more radical form of Modernism with characteristics including flat roofs, flush-mounted windows, smooth wall surfaces, and asymmetry.

A second story was constructed soon after but was notably different from the original building. For example, tall narrow windows were added which ignored the pattern of the wide horizontal windows on the ground floor, and the walls consisted of stucco panels instead of brick (Horizon Water and Environment LLC 2017). A surface parking lot associated with the field office includes driving test areas and approximately 150 parking spaces. A 7-foot-tall black iron fence is present around the perimeter of the site. The site currently contains approximately 30 ornamental trees lining the project boundary and along the existing field office building. A three-story, orange stucco multi-family residence is located adjacent to the project site at the northeast corner, abutting the parking lot.

Public Views of the Project Site

Photos A through H in Figure 4, Project Site Existing Views, provide views of the existing project site from adjacent public streets.

Fell Street View facing South: Photo A in Figure 4 consists of the view of the site from looking south from Fell Street. The field office building, black iron fence, and two-way entry/exit to and from the parking lot are visible in the forefront. The view from Fell Street shows the northern public entrance to the field office intended for driver's license or ID card appointments. Residential buildings along Oak Street outside of the project site are visible beyond the parking lot. There is a limited view of trees from the Buena Vista Park in the distance behind these residential buildings.

Fell Street View Facing Southwest: Photo B in Figure 4 consists of the view of the site looking southwest from Fell Street in front of the multi-family residence located adjacent to the project site. The three-story residence is in the forefront and blocks views of the rest of the parking lot behind it. Several street trees are located along the street, slightly obscuring views of the field office and parking lot. Residential buildings along Oak Street are visible beyond the parking lot.

Oak Street View Facing Northwest: Photo C in Figure 4 consists of the view of the site looking northwest from Oak Street. The field office building, parking lot, and surrounding black iron fence are visible at the forefront. The view from Oak Street shows the southern public entrance to the field office intended for vehicle registration appointments, walk-ins, and for persons with disabilities. Trees within the Panhandle east of the site are visible behind the existing field office.

Oak Street View Facing North: Photo D in Figure 4 consists of the view of the site looking north from Oak Street near its intersection with Baker Street. The southern public entrance, black iron fence, and parking lot are visible from this point. Beyond the parking lot to the northeast is the three-story, orange stucco multi-family residence that abuts the project site. There is a large tree in front of the southern public entrance to the field office and several mature street trees on Baker Street that are within view.

Broderick Street View Facing Southwest: Photo E in Figure 4 consists of the view of the site looking southwest from the one-way entrance into the parking lot from Broderick Street. This view shows the flat concrete parking lot with the directly adjacent orange stucco multi-family residence in the forefront and the eastern façade of the field office beyond the parking lot. Residential buildings along Oak Street and some views of the trees at Buena Vista park are visible from this point. The parking lot is surrounded by the black iron fence and two vehicular sliding gates at the one-way entrance and nearby one-way exit, which are kept open during business hours.

Broderick Street View Facing West: Photo F in Figure 4 consists of the view of the site looking west from Broderick Street near its intersection with Oak Street. The parking lot and black iron fence are visible at the forefront; beyond there are views of the eastern façade of the field office and residences along Fell Street. Trees within the Panhandle east of the site are also visible in the distance behind the field office.

Baker Street View Facing East: Photo G in Figure 4 consists of the view of the site across from Baker Street looking east. This view shows the western façade of the field office and a one-way exit from the parking lot onto Baker Street protected by vehicular sliding gates. This side of the project site includes mature street trees as well as shrubs within the project site bordering the field office.

Baker Street View Facing Southeast. Photo H in Figure 4 consists of the view of the site from the adjacent sidewalk along Baker Street looking southeast. This view shows the western façade of the field office which is clad in an abstract brown and orange mosaic pattern. There are shrubs planted immediately below the windows of the building as well as ornamental trees contained by the surrounding black iron fence.

Surrounding Areas

The project site is surrounded by single- and multi-family residences to the north and south, commercial retail businesses to the east (across Broderick Street), and the Panhandle to the west (across Baker Street). Minimal landscaping surrounds the project site except for the Panhandle to the east, which contains a large grass field and several shade trees. Within the grass field, the Panhandle also includes the 15-foot-tall William McKinley Memorial statue which faces the field office building across Baker Street. Residential and commercial development surrounding the site are built with side walls that touch, leaving no space between buildings. Landscaping in these areas are limited to street trees, several small shrubs, and thin landscape medians with grass and shrubs separating the bicycle lanes on Fell Street and Oak Street from vehicle lanes.

Scenic Vistas

A scenic vista is defined as a vantage point with a broad and expansive view of a significant landscape feature (e.g., a mountain range, lake, or coastline) or of a significant historic or architectural feature (e.g., views of a historic tower or building). A scenic vista is a location that offers a high quality, harmonious, and visually interesting view. The City's General Plan identifies the importance of protecting major views in the City with attention to views of open space, landscaped areas, hills, and ridges (CCSF 2017). Under this definition, the view of the Panhandle from Baker Street may be considered a scenic vista as it contains an expansive landscaped field and the William McKinley Memorial statue in an otherwise densely developed urban neighborhood. Another potentially valuable scenic vista is the view of Buena Vista Park looking south from Baker Street. Starting at its intersection with Oak Street, Baker Street increases in elevation to the south and leads directly toward Buena Vista Park, which contains dense oak woodland habitat on a hill visible from the street. Views of Buena Vista Park are limited from other surrounding streets and from within the project site itself due to intervening buildings.

Scenic Highways

One eligible state scenic highway (SR-1) crosses Golden Gate Park approximately 1.7 miles east of the project site (Caltrans 2022). However, due to intervening development, trees, and topography, SR-1 is not visible from the project site and the project site is not visible from SR-1.

Light and Glare

The project site has existing sources of light and glare including building and parking lot light fixtures, building windows, and vehicle windows and headlights in the parking lot. These existing sources of light and glare are typical in urbanized areas. Streetlights, illuminated street signs, and vehicles traveling on adjacent streets contribute to existing lighting and glare conditions.

Impact Analysis

a) *Would the project have a substantial adverse effect on a scenic vista?*

Less than Significant Impact. As discussed in the Environmental Setting above, the view of the Panhandle from Baker Street may be considered a scenic vista as it contains an expansive grass field with trees and the William McKinley Memorial statue. The view of Buena Vista Park looking south from Baker Street may also be considered a scenic vista since the park includes dense oak woodland on a hill in an otherwise urban neighborhood.

The project site is developed with the existing 24,000 gross square foot, two-story DMV field office and parking lot. The existing field office occupies a 15,000 square foot footprint within the 2.47-acre project site. Existing views of the Panhandle are available from Baker Street, west of the project site. As shown in Photo C and Photo F in Figure 4, only the trees at the Panhandle are visible in the distance behind the field office building at surrounding streets. Outside of Baker Street, views from the project site and surrounding areas are generally limited to the park's tall trees, with no existing clear views of the William McKinley Memorial statue or grass fields due to buildings, vehicle parking and other urban interferences. Similarly, the view of Buena Vista Park from the project site is mostly blocked by three-story residential buildings along Oak Street, as illustrated by Photo A and Photo E in Figure 4.

The proposed project would demolish the existing field office and construct a new 20,000 square foot, single-story field office building. The proposed field office building would be a maximum of 36 feet tall as measured from the finish floor elevation to the top of roof, which would represent a 7-foot increase compared to the existing DMV field office which is approximately 29 feet tall. The parking lot would also be developed with solar panels that would be constructed on two carport type structures, covering a total of approximately 7,000 square feet and standing a maximum 17 feet tall. While the proposed project would introduce new and taller vertical elements, these elements would not result in a significant change to existing views of scenic features. Views of the Panhandle and Buena Vista Park are already limited, except from Baker Street outside of the proposed project site, which would not be affected by the proposed project. Additionally, construction of the proposed project may result visual in changes in the immediate area due to the presence of construction equipment and material, trailers, stockpiles, and construction-related vehicles; however, this would be a short-term visual impact that is a common sight in urban areas. Due to intervening development, scenic elements are not clearly visible from the project site, and upon project completion there would not be any substantial impairment of existing views to these features. Therefore, the proposed project would have a **less than significant impact** on scenic vistas.

b) *Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?*

No Impact. While there is one eligible state scenic highway segment approximately 1.7 miles east of the project site crossing Golden Gate Park, the proposed project is not visible from this designated scenic segment of SR-1 due to intervening development, trees, and topography. The project site is not visible from a state-designated or eligible scenic highway, and there are no designated or eligible state scenic highways visible from the project site. As such, **no impact** to scenic resources within a state scenic highway would occur.

- c) ***In non-urbanized areas, would the project substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?***

Less than Significant Impact. The project site is consistent with the CEQA definition of an “urbanized area,” which includes incorporated cities with populations of 100,000 persons or more (Public Resources Code Section 21071[a]). According to California Department of Finance January 2022 estimates, the City population is approximately 842,754 (DOF 2022). Because the site is in an urbanized area, Appendix G of the CEQA Guidelines only requires an evaluation of consistency with City regulations that govern scenic quality, including the City’s General Plan and zoning. Therefore, project impacts are primarily analyzed using the San Francisco General Plan Urban Design Element (CCSF 2018), and the San Francisco Municipal Code. However, this analysis also contains a limited discussion of impacts to visual character and quality of public reviews, as they relate to the City’s General Plan policies. It is worth noting that the project has sovereign immunity as it is located on property under the state’s jurisdiction; however, project impacts are evaluated below using local regulations for informational purposes and to assess the project’s impact on scenic quality.

The proposed project would construct a new one-story field office building to replace the existing two-story field office building. The parking lot would accommodate approximately 110 parking spaces, which would be a decrease of 40 parking spaces. The parking lot would also have solar panels constructed on two carport type structures. The project site is within the RM-2 zoning district and the 40-X height and bulk district, which has a height limit of 40 feet and no bulk limit. However, according to Section 260(a)(3) of the Municipal Code, in cases where the height limit is 65 feet or less and a street from which height measurements are made slopes laterally along the lot (or the ground slopes laterally on a lot that also slopes upward from the street), there shall be a maximum width for the portion of the building or structure that may be measured from a single point at curb or ground level. The project site is relatively flat with a relief of approximately eight feet in elevation over a 365-foot distance between the western and eastern portion of the site. This is an average slope of approximately 2%, which is not subject to maximum width requirements. The project site is also within a zoning district required to follow the City’s Residential Design Guidelines, but this only applies to residential projects within the zoning district (CCSF 2003). The project would be consistent with all zoning requirements including those related to setbacks, landscaping, and streetscape improvements. There are no minimum requirements for off-street parking applicable to the proposed project. Additionally, Government Code Section 65850.5 states that local agencies shall administratively approve applications to install solar energy systems through nondiscretionary permits such as building permits, and shall not adopt ordinances that create “unreasonable barriers” to their installation. Nonetheless, the proposed solar panels would not exceed any applicable height limits nor would they significantly alter existing public views.

Construction activities would introduce workers and heavy equipment to the area. During the 21-month construction period, site preparation and building activities would introduce new lines, forms, color, and textures to the normally quiet site. Primary viewers of project construction would be pedestrians and motorists on surrounding streets (Fell St., Oak St., Broderick St., and Baker St.) and nearby residents. While impacts to private residential views are not generally considered under CEQA, the views provided to the nearest residents would be similar to those available to passing motorists. Project construction would be visible to local viewer groups and would alter the existing character of the site. However, construction

workers and equipment would be present for a limited timeframe and construction effects to the existing visual quality of the undeveloped site would be temporary.

The City's General Plan Urban Design Element includes several policies regarding scenic quality. This includes Policy 1.3 ("recognize that buildings, when seen together, produce a total effect that characterizes the city and its districts"), Policy 1.8 ("increase the visibility of major destination areas and other points for orientation"), Policy 2.6 ("respect the character of older development nearby in the design of new buildings"), Policy 3.2 ("avoid extreme contrasts in color, shape and other characteristics which will cause new buildings to stand out in excess of their public importance"), and Policy 3.4 ("promote building forms that will respect and improve the integrity of open spaces and other public areas") (CCSF 2017). While exact building design and materials are not finalized at this time, it is intended that the new field office building respect the character of surrounding developments while also providing a familiar, organized appearance consistent with that of DMV facilities across the state. New monument signage would quickly convey to the public the intent and functionality of the structure. The project would display a cohesive aesthetic and a context-sensitive landscape scheme so as to not degrade the visual character of the area, consistent with the policies in the General Plan Urban Design Element. Therefore, the project would not substantially degrade the existing visual character or quality of the site and its surroundings and impacts would be **less than significant**.

- d) *Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?*

Lighting

Less than Significant Impact. Construction of the project would normally occur between 7:30 a.m. and 4:30 p.m. Most construction activities would typically occur during daylight hours with temporary lighting brought to the project site for work after sunset. Any mobile lighting sources would be fully shielded and directed downward to minimize skyglow and light trespass onto adjacent properties. Further, mobile lighting would be focused on the area of active construction such that the entirety of the 2.47-acre project site would not be illuminated. Because use of nighttime lighting during construction would be irregular, and mobile lighting sources would be fully shielded and directed downward, construction lighting would not adversely affect nighttime views in the area or create substantial glare. Therefore, construction lighting would not adversely affect nighttime views in the area, and impacts would be **less than significant**.

The project would include the installation of new nighttime lighting sources on the site. Currently, the site includes lighting for the existing field office and parking lot. Nearby sensitive receptors include the residential uses to the north and south. The majority of project lighting would be concentrated near the proposed field office building and throughout the parking lot. While specific lighting plans are not available at this time, it is anticipated that project lighting would consist of pole-mounted parking lot lighting and canopy lighting mounted underneath the field office canopies and solar canopies. Blinking, flashing, and oscillating light sources are not anticipated for the proposed project. The project would include new nighttime lighting sources that would operate in a similar capacity, in terms of location, intensity, and time of operation, to existing nighttime lighting; project lighting would largely replicate and replace existing lighting and therefore no new nighttime lighting impacts are anticipated.

There is no light trespass threshold established by the City Municipal Code; however, all light fixtures would be consistent with the 2022 California Green Building Standards Code (CALGreen) for illumination. CALGreen

sets forth minimum requirements based on Lighting Zones, as defined in Chapter 10 of the California Energy Code (CEC). The requirements are designed to minimize light pollution and ensure new development reduces backlight, upright, and glare (BUG) from exterior light sources (CALGreen 2022). The project site is located within Lighting Zone 3, which establishes ambient illumination standards for urban areas (CEC 2019). The project would be required to comply with the maximum allowable BUG rating for Lighting Zone 3, as defined in Table 5.106.8 [N] of the CALGreen. Further, exterior project lighting would be controlled by a building management system, including dusk and dawn timers, compliant with Section 6.4.2 of the CEC 2019 Nonresidential Compliance Manual (CEC 2019).

With adherence to CALGreen and CEC illumination standards, operational lighting would not adversely affect nighttime views in the area, and impacts would be **less than significant**.

Glare

Less than Significant Impact. While the specific building materials to be used are unknown at this time, it is anticipated that the project would use non-reflective materials, including glass windows selected for low exterior reflectance. Solar panels would be located on the covered parking canopy which could be another potential source of glare on the project site. Glint (a momentary flash of light) and glare (a more continuous source of excessive brightness relative to the ambient lighting) can occur from solar energy components, including some photovoltaic panels. The solar panels would be on fixed racks and angled to the south to improve solar output; the panels would be installed at a very shallow angle as to minimize the likelihood for reflection onto surrounding buildings. As part of the Design-Build phase of the project, an exterior glare analysis would be conducted to ensure potential glare impacts associated with the solar panels are minimal. Further, as previously discussed, the project would be required to comply with the California Green Building Code, which establishes maximum allowable BUG ratings, which include glare. Therefore, glare impacts would be **less than significant**.

Mitigation Measures

No mitigation measures are required.

3.2 Agriculture and Forestry Resources

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>II. AGRICULTURE AND FORESTRY RESOURCES – In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state’s inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:</p>				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Setting

The approximately 2.47-acre project site is relatively flat and is developed with an existing DMV field office and parking lot. There are several ornamental trees and shrubs located on the property. The site, and the entirety of San Francisco County, are not mapped by the California Department of Conservation Farmland Mapping and Monitoring Program (DOC 2016).

Pursuant to Section 209.2 of the City of San Francisco Planning Code, the project site is designated within a Residential-Mixed, Moderate Density (RM-2) zoning district. Properties to the north and south are zoned within a variety of low, medium, and high density residential zoning districts; properties to the east are zoned within the

Divisadero Street Neighborhood Commercial Transit District (NCT); and the Panhandle property to the west is designated under a Public (P) zoning district.

Impact Analysis

- a) ***Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?***

No Impact. The project site is within an urbanized area in the City that does not contain any Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. The project site is also within an urbanized area with no existing agricultural uses. Therefore, there would be **no impact**.

- b) ***Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?***

No Impact. The project is within the RM-2 zoning district, which is intended for moderate density, residential mixed use. Surrounding areas are zoned within residential, commercial, public, or transit districts that do not support agricultural uses or Williamson Act contracts. Therefore, there would be **no impact** regarding conflict with zoning for agricultural use or Williamson Act contracts.

- c) ***Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?***

No Impact. The project site is not located on or adjacent to land zoned for forest land or timberland, including timberland zoned Timberland Production, and has no forests or timberlands on site. The site is developed with an existing DMV field office, is zoned RM-2, and contains ornamental trees along its perimeter. Therefore, **no impact** would occur.

- d) ***Would the project result in the loss of forest land or conversion of forest land to non-forest use?***

No Impact. The project site is not located on or in the vicinity of land zoned for forest land and has no forests or timberlands on site; therefore, **no impacts** related to loss or conversion of forest lands would occur.

- e) ***Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?***

No Impact. The project site is not located on Farmland designated by the Farmland Mapping and Monitoring Program and is not zoned for agricultural uses. The site is surrounded by existing urban development and would not impact any agricultural or forest lands. Therefore, **no impact** would occur.

Mitigation Measures

No mitigation measures are required.

3.3 Air Quality

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>III. AIR QUALITY – Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:</p>				
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"/>
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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"/>

Environmental Setting

The project is located in the San Francisco Bay Area Air Basin (SFBAAB), which is under the jurisdiction of the Bay Area Air Quality Management District (BAAQMD). In June 2010, the BAAQMD adopted thresholds of significance to assist lead agencies in the evaluation and mitigation of air quality impacts under CEQA. The BAAQMD CEQA Air Quality Guidelines were re-released in May 2017 and include the same thresholds as in the 2010 Guidelines for criteria air pollutants, toxic air contaminants (TACs), and greenhouse gases (GHGs) (BAAQMD 2017a). The Guidelines also address the December 2015 Supreme Court’s opinion (*California Building Industry Association v. Bay Area Air Quality Management District* (2015) 62 Cal. 4th 369). The BAAQMD has initiated an update to the CEQA Air Quality Guidelines to reflect new or revised requirements in the State CEQA Guidelines, recent court decisions, improved analytical methodologies, and new mitigation strategies. The BAAQMD intends to review current thresholds of significance criteria and establish new significance criteria where needed. The current BAAQMD air quality significance thresholds are summarized in Table 2.

In general, the BAAQMD significance thresholds for reactive organic gases (ROG), oxides of nitrogen (NO_x), particulate matter with an aerodynamic resistance diameter of 10 micrometers or less (PM₁₀), particulate matter with an aerodynamic resistance diameter of 2.5 micrometers or less (PM_{2.5}), and carbon monoxide (CO) address the first two air quality significance criteria incorporated in the Initial Study checklist questions above. According to the BAAQMD, these thresholds are intended to maintain ambient air quality concentrations of these criteria air pollutants below state and federal standards and to prevent a cumulatively considerable contribution to regional nonattainment with ambient air quality standards. The TAC thresholds (cancer and noncancer risks) and local CO thresholds address the third significance criterion incorporated in the Initial Study checklist questions, and the BAAQMD odors threshold addresses the fourth.

Table 2. Air Quality - Thresholds of Significance

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
PM ₁₀ /PM _{2.5} (fugitive dust)	Best Management Practices	None	
Local CO	None	9.0 ppm (8-hour average, 20.0 ppm (1-hour average)	
Risks and Hazards (Individual Project)	Compliance with Qualified Community Risk Reduction Plan or Increased cancer risk of >10.0 in a million Increased noncancer risk of >1.0 Hazard Index (Chronic or Acute) Ambient PM _{2.5} increase >0.3 µg/m ³ annual average Zone of Influence: 1,000-foot radius from property line of source or receptor		
Risks and Hazards (Cumulative)	Compliance with Qualified Community Risk Reduction Plan or Cancer risk of >100 in a million (from all local sources) Noncancer risk of >10.0 Hazard Index (chronic, from all local sources) Ambient PM _{2.5} >0.8 µg/m ³ annual average (from all local sources) Zone of Influence: 1,000-foot radius from property line of source or receptor		
Accidental Release of Acutely Hazardous Air Pollutants	None	Storage or use of acutely hazardous material located near receptors or new receptors located near stored or used acutely hazardous materials considered significant	
Odors	None	Five confirmed complaints to BAAQMD per year averaged over 3 years	

Source: BAAQMD 2017a

Notes: lbs/day = pounds per day; tons/year = tons per year; ppm = parts per million; µg/m³ = micrograms per cubic meter; ROG = reactive organic gases; NO_x = oxides of nitrogen; PM₁₀ = particulate matter with an aerodynamic resistance diameter of 10 micrometers or less; PM_{2.5} = fine particulate matter with an aerodynamic resistance diameter of 2.5 micrometers or less; CO = carbon monoxide

Notably, in San Francisco, the threshold of significance used to evaluate community health risks and hazards from new sources of TACs is based on the potential for the proposed action to affect the geography and severity of the Air Pollutant Exposure Zone (APEZ) at sensitive receptor locations. For sensitive receptors not located in the APEZ, but that would meet the APEZ criteria as a result of the proposed action, the thresholds in Table 2 would apply. However, for locations that already meet the APEZ criteria, a lower significance standard is required to ensure that the project’s contribution to existing health risks would not be significant. In those areas, a PM_{2.5} concentration at or above 0.2 µg/m³ or an excess cancer risk at or above 7.0 per one million persons exposed would represent a substantial health risk, and a significant impact would occur (CCSF 2022a). Since the proposed project site is within an APEZ, these lowered risk thresholds were applied to the impact analysis herein.

Impact Analysis

The following analysis is based on the San Francisco Fell Street DMV Field Office Replacement Project - Air Quality and Greenhouse Gas Emissions Technical Memorandum (Appendix A); this appendix includes emissions calculation methodology and assumptions.

a) *Would the project conflict with or obstruct implementation of the applicable air quality plan?*

An area is designated as “in attainment” when it is in compliance with the federal and/or state standards. These standards are set by the Environmental Protection Agency (EPA) or California Air Resources Board (CARB) for the maximum level of a given air pollutant that can exist in the outdoor air without unacceptable effects on human health or public welfare with a margin of safety. The project site is located within the SFBAAB, which is designated non-attainment for the federal 8-hour ozone (O₃) and 24-hour PM_{2.5} standards. The area is in attainment or unclassified for all other federal standards. The area is designated non-attainment for state standards for 1-hour and 8-hour O₃, 24-hour PM₁₀, annual PM₁₀, and annual PM_{2.5}.

On April 19, 2017, the BAAQMD adopted the *Spare the Air: Cool The Climate - Final 2017 Clean Air Plan* (BAAQMD 2017b). The BAAQMD *CEQA Air Quality Guidelines* identify a three-step methodology for determining a project’s consistency with the current Clean Air Plan. If the responses to these three questions can be concluded in the affirmative and those conclusions are supported by substantial evidence, then the BAAQMD considers the project to be consistent with air quality plans prepared for the Bay Area. The three questions are:

1. Does the project support the goals of the Air Quality Plan?
2. Does the project include applicable control measures from the Clean Air Plan?
3. Does the project disrupt or hinder implementation of any control measures from the Clean Air Plan?

The first question to be assessed in this methodology is “does the project support the goals of the Air Quality Plan”? The BAAQMD-recommended measure for determining project support for these goals is consistency with BAAQMD thresholds of significance. If a project would not result in significant and unavoidable air quality impacts, after the application of all feasible mitigation measures, the project would be consistent with the goals of the *2017 Clean Air Plan*. As indicated under significance criterion b) below, the project would result in a less than significant impact associated with criteria air pollutants during construction and operations. Therefore, the project would be considered to support the primary goals and be consistent with the BAAQMD current Clean Air Plan.

The second question to be assessed is “does the project include applicable control measures from the Clean Air Plan?” The *2017 Clean Air Plan* contains 85 control measures aimed at reducing air pollution in the Bay Area. Projects that incorporate all feasible air quality plan control measures are considered consistent with the Clean Air Plan. The control strategies of the *2017 Clean Air Plan* include measures in the categories of stationary sources, the transportation sector, the buildings sector, the energy sector, the agriculture sector, natural and working lands, the waste sector, the water sector, and super-GHG measures. Depending on the control measure, the tools for implementation include leveraging the BAAQMD rules and permitting authority, regional coordination and funding, working with local governments to facilitate best policies in building codes, outreach and education, and advocacy strategies. The project would replace the existing DMV facility and result in the development of uses and growth that are consistent with the City General Plan and zoning designations. The new field office building would be designed to achieve LEED

Silver certification and would target ZNE performance, whereby the total amount of the energy used by the building on an annual basis would be approximately equal to the amount of renewable energy generated on site. Furthermore, since the project would comply with all applicable BAAQMD rules and would meet or exceed state and federal standards and/or local building codes, the project would not conflict with any applicable control measures from the *2017 Clean Air Plan*.

The third question to be assessed in this consistency methodology is “does the project disrupt or hinder implementation of any control measures from the Clean Air Plan?” Examples of how a project may cause the disruption or delay of control measures include a project that precludes an extension of a transit line or bike path or proposes excessive parking beyond parking requirements. The project would not create any barriers or impediments to planned or future improvements to transit or bicycle facilities in the area, nor would it include excessive parking. Therefore, the project would not hinder implementation of *2017 Clean Air Plan* control measures.

In summary, the responses to all three of the questions with regard to Clean Air Plan consistency are affirmative and the project would not conflict with or obstruct implementation of the *2017 Clean Air Plan*. This is a **less-than-significant** impact.

b) *Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?*

Past, present, and future development projects may contribute to the SFBAAB adverse air quality impacts on a cumulative basis. Per BAAQMD’s *CEQA Air Quality Guidelines*, by its nature air pollution is largely a cumulative impact; no single project is sufficient in size to, by itself, result in nonattainment of ambient air quality standards. In developing thresholds of significance for air pollutants, BAAQMD considered the emission levels for which a project’s individual emissions would be cumulatively considerable. If a project exceeds the identified significance thresholds, its emissions would be considered cumulatively considerable, resulting in a significant adverse air quality impact to the region’s existing air quality conditions. Therefore, if the project’s emissions are below the BAAQMD thresholds or screening criteria, then the project would not result in a cumulatively considerable net increase of any criteria air pollutant.

Construction Emissions

Proposed construction activities would result in the temporary addition of pollutants to the local airshed caused by on-site sources (i.e., off-road construction equipment, soil disturbance, and ROG off-gassing from architectural coatings and asphalt pavement application) and off-site sources (i.e., on-road haul trucks, delivery trucks, and worker vehicle trips). Construction emissions can vary substantially from day to day, depending on the level of activity, the specific type of operation, and for dust, the prevailing weather conditions. Therefore, such emissions levels can only be estimated, with a corresponding uncertainty in precise ambient air quality impacts.

As discussed in Appendix A, criteria air pollutant emissions associated with temporary construction activity were quantified using the California Emissions Estimator Model (CalEEMod) version 2020.4.0, based on the construction scenario presented therein. Construction schedule assumptions, including phase type, duration, and sequencing, were based on information provided by the project applicant and are intended to represent a reasonable scenario based on the best information available. Default values provided in CalEEMod were used where detailed project information was not available.

Average daily emissions were computed by dividing the total construction emissions by the number of active construction days, which were then compared to the BAAQMD construction thresholds of significance. Table 3 shows average daily construction emissions of O₃ precursors (ROG and NO_x), PM₁₀ exhaust, and PM_{2.5} exhaust during project construction.⁵ Details of the emission calculations are provided in Appendix A.

Table 3. Average Daily Construction Criteria Air Pollutant Emissions

Year	ROG	NO _x	PM ₁₀ Exhaust	PM _{2.5} Exhaust
	Pounds per Day			
2023-2025 Construction	1.06	2.98	0.04	0.04
<i>BAAQMD Construction Thresholds</i>	54	54	82	54
Exceed Threshold?	No	No	No	No

Notes: ROG = reactive organic gases; NO_x = oxides of nitrogen; PM₁₀ = coarse particulate matter; PM_{2.5} = fine particulate matter; BAAQMD = Bay Area Air Quality Management District; BMP = best management practice

The values shown are average daily emissions based on total overall tons of construction emissions, converted to pounds, and divided by the estimated active workdays. These estimates account for the contractual agreement that requires all construction equipment with engines greater than 25 horsepower to have Tier 4 Final engines.

Totals may not sum due to rounding.
See Appendix A for complete results.

As shown in Table 3, construction of the project would not exceed BAAQMD significance thresholds for criteria air pollutants. Although the BAAQMD does not have a quantitative significance threshold for fugitive dust, the BAAQMD’s *CEQA Air Quality Guidelines* recommend that projects determine the significance for fugitive dust through application of best management practices (BMPs), which are listed in Section 1.1, Project Description, of this IS. The construction contractor will implement these BMPs as part of contractual agreements with DGS. Implementation of fugitive dust control BMPs would ensure air quality and fugitive dust-related impacts associated with construction would remain **less than significant**.

Operational Emissions

Operation of the proposed project would generate criteria pollutant emissions (including ROG, NO_x, PM₁₀, and PM_{2.5}) from area sources (consumer products, architectural coatings, landscaping equipment) and mobile sources (vehicular traffic). CalEEMod was used to estimate daily emissions from these operational sources. Notably, the proposed project building would be ZNE. As such, energy demand was zeroed out in CalEEMod. For on-road vehicle trips, the CalEEMod default trip rates were adjusted to match the traffic report for the project. CalEEMod was also used to estimate criteria air pollutants associated with the operation of the existing DMV building to be demolished. Table 4 summarizes the average daily emissions of criteria pollutants that would be generated by the project, as well as emissions from the existing building on the site, and compares the net change in emissions from existing to proposed conditions to the BAAQMD’s operational thresholds.

⁵ Fuel combustion during construction and operations would also result in the generation of sulfur dioxide and CO emissions. These values are included in Attachment A. However, since the SFBAAB is in attainment of these pollutants, the BAAQMD has not established a quantitative mass-significance threshold for comparison and are not included in the project-generated emissions tables in this document. Notably, the BAAQMD does have screening criteria for operational localized CO, which are discussed in more detail below.

Table 4. Daily Operational Criteria Air Pollutant Emissions

Source	ROG	NO _x	PM ₁₀	PM _{2.5}
	Pounds per Day			
Project				
Area	0.62	<0.01	<0.01	<0.01
Energy	0.00	0.00	0.00	0.00
Mobile	3.56	2.86	5.44	1.47
Total	4.18	2.86	5.44	1.47
Existing				
Area	0.62	<0.01	<0.01	<0.01
Energy	0.02	0.15	0.01	0.01
Mobile	4.19	3.57	5.33	1.45
Total	4.82	3.72	5.35	1.47
Net Change				
Net Change (Project - Existing)	(0.64)	(0.86)	0.09	0.01
<i>BAAQMD Operational Thresholds</i>	54	54	82	54
Exceed Threshold?	No	No	No	No

Note: ROG = reactive organic gases; NO_x = oxides of nitrogen; PM₁₀ = coarse particulate matter; PM_{2.5} = fine particulate matter; BAAQMD = Bay Area Air Quality Management District
 Numbers in parentheses represent a negative number.
 The values shown are the maximum summer or winter daily emissions results from CalEEMod. Totals may not sum due to rounding.
 See Appendix A for complete results.

Table 5 summarizes the annual operational criteria air pollutant emissions that would be generated from the project and existing conditions and compares the net change in emissions to the BAAQMD operational annual thresholds.

Table 5. Annual Operational Criteria Air Pollutant Emissions

Source	ROG	NO _x	PM ₁₀	PM _{2.5}
	Tons per Year			
Project				
Area	0.11	<0.01	0.00	0.00
Energy	0.00	0.00	0.00	0.00
Mobile	0.43	0.36	0.68	0.18
Total	0.54	0.36	0.68	0.18
Existing				
Area	0.11	<0.01	0.00	0.00
Energy	<0.01	0.03	<0.01	<0.01
Mobile	0.51	0.44	0.67	0.18
Total	0.62	0.47	0.67	0.18
Net Change				
Net Change (Project - Existing)	(0.08)	(0.11)	0.01	0.00
<i>BAAQMD Operational Thresholds</i>	10	10	15	10

Table 5. Annual Operational Criteria Air Pollutant Emissions

Source	ROG	NO _x	PM ₁₀	PM _{2.5}
	Tons per Year			
Exceed Threshold?	No	No	No	No

Note: ROG = reactive organic gases; NO_x = oxides of nitrogen; PM₁₀ = coarse particulate matter; PM_{2.5} = fine particulate matter; BAAQMD = Bay Area Air Quality Management District
 Numbers in parentheses represent a negative number.
 Totals may not sum due to rounding.
 See Appendix A for complete results.

As indicated in Tables 4 and 5, the net change in operational emissions of ROG, NO_x, PM₁₀, and PM_{2.5} resulting from development of the project would not exceed the BAAQMD daily or annual significance thresholds. Therefore, the project would have a less-than-significant impact in relation to regional operational emissions.

Cumulative localized impacts would potentially occur if a construction project were to occur concurrently with another off-site project. Construction schedules for potential future projects near the project area are currently unknown; therefore, potential construction impacts associated with two or more simultaneous projects would be considered speculative. However, future projects would be subject to CEQA and would require air quality analysis and, where necessary, mitigation if the project would exceed applied thresholds. Criteria air pollutant emissions associated with construction activity of future projects would be reduced through implementation of control measures required by the BAAQMD. For example, cumulative ROG emissions would be subject to BAAQMD’s Regulation 8, Rule 3 (Architectural Coatings).

Based on the preceding considerations, the project would not result in a cumulatively considerable increase in emissions of nonattainment pollutants during construction or operations and this impact **would be less than significant**.

c) Would the project expose sensitive receptors to substantial pollutant concentrations?

Health Impacts of Toxic Air Contaminants

Construction Health Risk

In addition to impacts from criteria pollutants, project impacts may include emissions of pollutants identified by the state and federal government as TACs or hazardous air pollutants. State law has established the framework for California’s TAC identification and control program, which is generally more stringent than the federal program and aimed at TACs that are a problem in California. The state has formally identified more than 200 substances as TACs, including the federal hazardous air pollutants, and has adopted appropriate control measures for sources of these TACs. The following measures are required by state law to reduce diesel particulate matter (DPM) emissions:

- Fleet owners of mobile construction equipment are subject to the CARB Regulation for In-use Off-road Diesel Vehicles (13 CCR 2449), the purpose of which is to reduce DPM and criteria pollutant emissions from in-use (existing) off-road diesel-fueled vehicles.
- All commercial diesel vehicles are subject to Title 13, Section 2485 of the California Code of Regulations, limiting engine idling time. Idling of heavy-duty diesel construction equipment and

trucks during loading and unloading shall be limited to five minutes; electric auxiliary power units should be used whenever possible.

Health effects from carcinogenic air toxics are usually described in terms of cancer risk. Incremental cancer risk is the net increased likelihood that a person continuously exposed to concentrations of TACs resulting from a project over a 9-, 30-, and 70-year exposure period will contract cancer based on the use of standard California Office of Environmental Health Hazard Assessment risk-assessment methodology. In addition, some TACs, such as DPM, have noncarcinogenic effects.

TACs that would potentially be emitted during construction activities would be DPM emitted from heavy-duty construction equipment and heavy-duty trucks. Heavy-duty construction equipment and diesel trucks are subject to CARB Airborne Toxic Control Measures to reduce DPM emissions. However, construction activities do not lend themselves to analysis of long-term health risks because of their temporary and variable nature. As explained in the BAAQMD’s *CEQA Air Quality Guidelines* (BAAQMD 2017a):

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% at a distance of approximately 500 feet (CARB 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.

Although construction activities of the project are short-term and variable, in the abundance of caution and to provide information disclosure, a construction health risk assessment (HRA) was performed for the project to evaluate the risk from diesel exhaust emissions on existing proximate sensitive receptors. Detailed assumptions and complete modeling results are provided in Appendix A. Table 6 summarizes the results of the HRA for project construction.

Table 6. Construction Health Risk Assessment Results

Impact Parameter	Units	Project Impact	CEQA Threshold	Level of Significance
MEIR	Per Million	4.55	7.0	Less than Significant
HIC	Not Applicable	0.0029	1.0	Less than Significant
PM _{2.5}	µg/m ³	0.16	0.2	Less than Significant

Notes: APEZ = Air Pollutant Exposure Zone; CEQA = California Environmental Quality Act; MEIR = Maximum Exposed Individual Resident. HIC = Chronic Hazard Index; PM_{2.5} = fine particulate matter.

See Appendix A. This estimate accounts for the contractual agreement that requires all construction equipment with engines greater than 25 horsepower to have Tier 4 Final engines.

The MEIR would be located at the existing residential building adjacent to the project site at 1301 Fell Street.

As discussed previously, since the project site is within an area that meets the APEZ criteria, a PM_{2.5} concentration at or above 0.2 µg/m³ or an excess cancer risk at or above 7.0 per one million persons exposed would represent a substantial health risk.

As shown in Table 6, the results of the construction HRA for the project demonstrate that the construction emissions would result in a potential incremental increase in cancer risk, chronic risk, and PM_{2.5} concentrations that would each be below the respective thresholds at the Maximum Exposed Individual Resident (MEIR). As

such, the project would result in a **less than significant** impact regarding potential health risk from TAC emissions and PM_{2.5} concentrations generated during construction.

Operational Health Risk

Regarding long-term operations, based on the proposed land use, the project would not result in any long-term sources of TACs. Potential health risk impacts associated with project operations would be **less than significant**.

Health Impacts of Criteria Air Pollutants

Construction and operation of the project would not result in emissions that would exceed the BAAQMD thresholds for ROG, NO_x, PM₁₀, or PM_{2.5}.

Health effects associated with O₃ include respiratory symptoms, worsening of lung disease leading to premature death, and damage to lung tissue (CARB 2019a). ROG and NO_x are precursors to O₃, for which the SFBAAB is designated as nonattainment with respect to the National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS). The health effects associated with O₃ are generally associated with reduced lung function. The contribution of ROG and NO_x to regional ambient O₃ concentrations is the result of complex photochemistry. The increases in O₃ concentrations in the SFBAAB due to O₃ precursor emissions tend to be found downwind from the source location to allow time for the photochemical reactions to occur. However, the potential for exacerbating excessive O₃ concentrations would also depend on the time of year that the ROG emissions would occur because exceedances of the O₃ CAAQS/NAAQS tend to occur between April and October when solar radiation is highest. The holistic effect of a single project's emissions of O₃ precursors is speculative due to the lack of reliable and meaningful quantitative methods to assess this impact. Because construction and operation of the project would not exceed BAAQMD thresholds for ROG or NO_x, implementation of the project would not significantly contribute to regional O₃ concentrations or the associated health effects.

Health effects associated with NO_x and nitrogen dioxide (NO₂) include lung irritation and enhanced allergic responses (CARB 2019b). Because project construction and operations would not generate NO_x emissions that would exceed the BAAQMD mass daily thresholds and because the SFBAAB is designated as in attainment of the NAAQS and CAAQS for NO₂ and the existing NO₂ concentrations in the area are well below the NAAQS and CAAQS standards, the proposed project would not contribute to exceedances of the NAAQS and CAAQS for NO₂ or result in significant health effects associated with NO₂ and NO_x.

Health effects associated with CO include chest pain in patients with heart disease, headache, light-headedness, and reduced mental alertness (CARB 2019c). CO tends to be a localized impact associated with congested intersections. According to the BAAQMD, a project would result in a less-than-significant impact to localized CO concentrations if the following screening criteria are met (BAAQMD 2017a):

1. Project is consistent with an applicable congestion management program established by the county congestion management agency for designated roads or highways, regional transportation plan, and local congestion management agency plans.
2. The project traffic would not increase traffic volumes at affected intersections to more than 44,000 vehicles per hour.

3. The project traffic would not increase traffic volumes at affected intersections to more than 24,000 vehicles per hour where vertical and/or horizontal mixing is substantially limited (e.g., tunnel, parking garage, bridge underpass, natural or urban street canyon, below-grade roadway).

The proposed project would generate negligible new traffic trips, estimated to be approximately 3 trips during the PM peak-hour (Appendix F), and would comply with the BAAQMD screening criteria. Accordingly, project-related traffic would not exceed CO standards and therefore, no further analysis was conducted for CO impacts. Thus, the CO emissions impact would be considered less-than-significant on a project-level and cumulative basis.

Health effects associated with PM₁₀ include premature death and hospitalization, primarily for worsening of respiratory disease (CARB 2017). Construction and operation of the project would not exceed thresholds for PM₁₀ or PM_{2.5} and would not contribute to exceedances of the NAAQS and CAAQS for particulate matter or obstruct the SFBAAB from coming into attainment for these pollutants. Additionally, the proposed project would implement construction dust control BMPs, as described in Section 1.1, which limit the amount of fugitive dust generated during construction. Due to the minimal contribution of particulate matter during construction and operation, the proposed project would not result in significant health effects associated with PM₁₀ or PM_{2.5}.

Because construction and operation of the proposed project would not result in the emissions of criteria air pollutants that would exceed the applicable BAAQMD significance thresholds, and because the BAAQMD thresholds are based on levels that the SFBAAB can accommodate without affecting the attainment date for the NAAQS and CAAQS, and the NAAQS and CAAQS are established to protect public health and welfare, it is anticipated that the proposed project would not result in health effects associated with criteria air pollutants. Therefore, this impact would be **less than significant**.

Based on the preceding considerations, the proposed project would not expose sensitive receptors to substantial pollutant concentrations of TACs or criteria air pollutants. Overall, this would be a **less than significant impact**.

- d) ***Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?***

Based on available information, the project is not anticipated to result in other emissions that have not been addressed under the significance criteria a) through c), above. As such, this analysis focuses on the potential for the project to generate odors.

The occurrence and severity of potential odor impacts depends on numerous factors. The nature, frequency, and intensity of the source; the wind speeds and direction; and the sensitivity of receiving location each contribute to the intensity of the impact. Although offensive odors seldom cause physical harm, they can be annoying and cause distress among the public and generate citizen complaints.

Odors would be generated from vehicles and/or equipment exhaust emissions during construction of the project. Odors produced during construction would be attributable to concentrations of unburned hydrocarbons from tailpipes of construction equipment and architectural coatings. Such odors would disperse rapidly from the project site and generally occur at magnitudes that would not affect substantial

numbers of people. Therefore, impacts associated with odors during construction would be considered less than significant.

Common sources of odors include manufacturing plants, rendering plants, coffee roasters, wastewater treatment plants, sanitary landfills, and solid waste transfer stations (BAAQMD 2017a). The project would not result in the creation of a land use that is commonly associated with odors. Therefore, project operations would result in an odor impact that is **less than significant**.

Mitigation Measures

No mitigation measures are required.

3.4 Biological Resources

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

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Setting

The City of San Francisco is a highly developed urban environment with limited habitat value for native plants and wildlife. The project site is developed with the existing DMV field office building, parking lot, perimeter fencing, and ornamental landscaping. The project site is primarily paved for parking and is within a built urban environment.

The project site is surrounded by existing development. Single- and multi-family residences are located directly to the north and south, commercial retail businesses are located to the east (across Broderick Street), and the Panhandle is located to the west (across Baker Street). The project site boundary is shown in a local context on Figure 2.

The entire project site has been used historically for urban uses and has operated as a DMV field office since 1961. Currently, the project site is currently used as a DMV field office during the weekdays and Divisadero Farmers’ Market on the weekends. The project site does not contain any wetlands, as defined by section 404 of the Clean Water Act. No adopted habitat conservation plans, natural community conservation plans, or other approved local, state, or regional conservation plans apply to the project site.

Impact Analysis

- a) ***Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?***

There are a number of species listed under the federal and/or California endangered species acts known to occur in the general area, including Salt Marsh Harvest Mouse (*Reithrodontomys reiventris*), California Least Tern (*Sterna antillarum browni*), and Western Snowy Plover (*Charadrius nivosus nivosus*), among others (USFWS 2022a).

However, these species are not anticipated to be impacted by the project because there is no suitable habitat on the project site to support these species. The project site is primarily covered with pavement and the existing DMV field office building. No undisturbed native habitat exists on the site; therefore, no sensitive plants or plant communities occur, and no impacts are expected to special-status plant species from project implementation. There are no bodies of water on the site that would provide suitable habitat for any aquatic species. Due to the level of disturbance at the site, the proposed project is not expected to impact listed species.

The project boundary is lined with ornamental trees. It is possible that the trees could provide potential nesting habitat for bird species protected by the Migratory Bird Treaty Act (MBTA) (16 USC 703-712) and California Fish and Game Code (CFG) Sections 3503, 3503.5, and 3513. As such, nesting may be occurring on the site, or may occur in the future. Native migratory bird species protected by the federal MBTA and CFG, could potentially occur on and adjacent to the site during construction activities. Temporary direct and indirect impacts to native nesting birds within and adjacent to the project site could occur due to construction-related activities. As described in Section 1.1 of this Initial Study, as part of the proposed project the construction contractor will conduct a nesting bird survey prior to construction and implement measures to avoid potential impacts to nesting birds protected under the MBTA and CFG. Therefore, potential impacts on nesting bird species would be **less than significant**.

- b) ***Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?***

As discussed in item 'a' above, the project site is covered by pavement and the existing DMV field office; it does not include any riparian habitat or other sensitive natural communities. In addition, a review of the California Department of Fish and Wildlife's California Natural Diversity Database (CNDDB) yielded no occurrences of sensitive natural communities on or within the vicinity of the project site (CNDDB 2022). Therefore, **no impact** would occur.

- c) ***Would the project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?***

A formal wetland delineation was not completed for this project; however, the National Wetlands Inventory Map was reviewed for wetland resources. The National Wetlands Inventory includes no wetland areas on the project site (USFWS 2022b). The project site consists of the existing Fell Street field office structure and a paved parking lot. Therefore, **no impact** would occur.

- d) ***Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?***

The project site is developed as an existing DMV facility, paved parking lot, and perimeter fence. The project site is also located in an area surrounded by developed urban uses. Therefore, it is unlikely that any portion of the project site serves as a linkage between extant wildlife habitats. As the project site is likely not considered an integral part of a regional wildlife corridor based on its current condition, location and urban development surrounding the project area, project implementation would not interfere with the local movement of any wildlife species. Based on the current conditions of the site and immediate surroundings, project impacts related to the movement of native resident species or wildlife nursery sites would be **less than significant**.

e) ***Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?***

As currently proposed, the project would not conflict with any local policies or ordinances protecting biological resources.

The City of San Francisco has adopted an Urban Forestry Ordinance, public works code section 801 et. seq. which requires a permit from San Francisco Public Works to remove any protected trees; these include landmark trees and significant trees. Landmark trees are considered trees that have been designated by the City's Board of Supervisors as of particular interest due to rareness, size, age, or extraordinary structure. Significant trees are considered trees within 10 feet of the public right-of-way that also meet the following size requirements: (1) 20 feet or greater in height, (2) 15 or greater canopy width, or (3) 12 inches or greater in diameter of trunk measured at 4.5 above grade.

The site currently contains approximately 30 ornamental trees lining the project boundary and along the existing field office building. Project construction has the potential to remove protected trees, as classified by the City's Urban Forestry Ordinance. However, this ordinance requires one new street tree planting per 20 feet of frontage. The project would require a permit from San Francisco Public Works to remove any protected trees and any subsequent replanting as determined by the City. Therefore, the project would not conflict with the City's local tree ordinance.

The Environmental Protection Element of the San Francisco General Plan contains objectives and policies related to protection of biological resources. The element states an objective to ensure the protection of plant and animal life in the city. To support this objective, the element provides the following policies: Policy 8.1 – Cooperate with and otherwise support the California Department Fish and Game and its animal protection programs, Policy 8.2 – Protect the habitats of known plant and animal species that require a relatively natural environment, and Policy 8.3 – Protect rare and endangered species. As discussed in items 'a' and 'b' above, the project site does not contain suitable habitat for animal or plant species; therefore, the project would not conflict with Policies 8.2 or 8.3. While there may be listed candidate, sensitive, or special status species by the California Department of Fish and Wildlife in the project area, the project site does not offer suitable habitat for those species; therefore, the project would not conflict with Policy 8.1. Thus, no conflicts with local policies or ordinances are anticipated and **no impact** would occur.

f) ***Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?***

There are no adopted habitat conservation plans, natural community conservation plans, or other approved local, regional, or state habitat conservation plans that cover the project area. Therefore, the project does not conflict with any provisions from an adopted local, regional, or state habitat conservation plan, and **no impact** would occur.

Mitigation Measures

No mitigation measures are required.

3.5 Cultural Resources

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
V. CULTURAL RESOURCES – Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Environmental Setting

A Cultural Resources Inventory Report was prepared for the proposed project to assess the project site for existing cultural resources which is included in Appendix B. The report includes a Northwest Information Center (NWIC) records search, Native American Heritage Commission (NAHC) Sacred Lands File (SLF) search, and intensive pedestrian survey. All cultural resources work for the report was completed in compliance with the standards and guidelines defined by the California Office of Historic Preservation (OHP) and CEQA.

In 2017, Horizon Water and Environment, LLC was retained by DGS to prepare a historic significance evaluation technical report in support of a project that proposed to demolish and replace the existing branch office. The 1377 Fell Street DMV office in San Francisco was designed by Harold M. Marquis, staff in the Office of the State Architect, and completed in 1961. The technical report was prepared by architectural historian Kara Brunzell, MA, for Horizon Water and Environment, LLC in compliance with Public Resources Code (PRC) 5024 and 5024.5, and the property was evaluated for historic significance in consideration of National Register of Historic Places (NRHP), California Register of Historical Resources (CRHR), and California Historic Landmark (CHL) eligibility criteria and integrity requirements. As part of the PRC 5024 and 5024.5 compliance process the evaluation was subject to consultation with the California State Office of Historic Preservation and the State Historic Preservation Officer (SHPO). Brunzell (2017) recommended in the technical report that the 1377 Fell Street DMV office was not eligible for the NRHP the CRHR because the building is not associated with events that have made a significant contribution to the broad patterns of our history at the national, state, or local level (NRHP A/ CRHR 1) or with the lives of important persons at the national, state, or local level (NRHP B/ CRHR 2). As a common example of an office building and a modest example of cost-conscious bureaucratic iteration of International style, the building also does not embody distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic values (NRHP C/ CRHR 3), nor does it serve as a source of important information about historic construction materials or technologies (NRHP D/ CRHR 4). The property was also evaluated under CHL eligibility criteria and found ineligible for listing. SHPO reviewed the technical report and concurred with the Brunzell’s findings. As such the building is not eligible for listing in the NRHP, CRHR, or as a CHL, and is not considered a CEQA historical resource. A copy of the SHPO concurrence letter that summarizes the ineligibility of the property is included in Appendix C.

Information used in this section is derived from the Cultural Resources Inventory Report (Appendix B) and SHPO concurrence letter conducted for the project site.

Cultural Records Search Results

To identify built-environment cultural resources potentially affected by the project, a California Historical Resource Information System records search was completed by the NWIC at Sonoma State University on September 1, 2022. The records search included the project site and a 0.5-mile buffer. As part of this process, the collection of mapped prehistoric, historical, and built-environment resources were reviewed; Department of Parks and Recreation site records; technical reports; archival resources; and ethnographic references. Additional consulted sources included the NRHP, California Inventory of Historical Resources/CRHR and listed Office of Historic Preservation Archaeological Determinations of Eligibility, California Points of Historical Interest, California Historical Landmarks, and California Department of Transportation (Caltrans) Bridge Survey information.

NWIC records indicated that 74 previous reports have been recorded within 0.5 miles of the project site. Of the 74 total reports, 17 reports intersect portions of the project site. The records search did not identify any cultural resources within the project site.

Historical Map and Imagery Review

Historical maps and aerial photographs were consulted to understand development of the project site and surrounding properties. There were 22 U.S. Geological Survey (USGS) maps available for review, dating from 1895 through 2018 (NETR 2022). There were 17 aerial photographs available for review, dating from 1946 through 2020. Topographical maps and aerial images indicate that the project site has been developed at least as far back as 1895. The topographic maps do not indicate any natural drainages or topographical features of any kind within the project site.

Geomorphology

The ground surface of the project site has been highly disturbed by previous agricultural activities. The USGS characterized deposits in the region as Quaternary sand deposits (NRCS 2022). No major rivers, streams, or drainages flow through the project site. Previous to development, the project site would have been coastal beach and sand dunes. The project site lies approximately four miles east of the Pacific Ocean, three miles west of San Francisco Bay, and 2.25-miles south of the entrance to San Francisco Bay.

Meyer and Rosenthal (2007) also characterize the vicinity around the project site as beach and dune sand and provide an overview of geoarchaeological conditions in northern San Francisco. While they note the highly dynamic nature of coastal sand deposits which are generally too active or young to contain archaeological deposits, they differentiate these from more inland dune sand. Drawing in on other studies (Atwater et al. 1977; Witter et al. 2006; Cooper 1967; Schlocker 1974) Meyer and Rosenthal (2007, 24-25) indicate the San Francisco dunes were mostly formed from glacially derived sediments blown in during times of lower sea levels but also are created in phases, with layers of sand being separated by strata of bay mud and clay. Meyer and Rosenthal (2007) note several geoarchaeological investigations (Praetzellis 2004) which located laterally extensive Middle Holocene-age sand dunes with well-developed buried soils in the San Francisco dunes which would suggest that it is possible for archaeological deposits to lie undisturbed in these stable buried landforms. More recent times saw the dunes migrating eastward across San Francisco to Mission Bay, burying salt marshes there, indicating times of dune stability are interspersed with more

dynamic time, even for the inland dunes. As such, if intact sand dune deposits lie below the project site, they could contain undisturbed archaeological resources dating to any times of sand dune stability.

Survey Methods and Results

Archaeologist William Burns conducted an intensive-level pedestrian cultural survey of the project site on September 16, 2022. Archaeological survey exceeded the applicable Secretary of Interior's Professional Qualifications and Standards for archaeological survey and evaluation. Transects were placed at no more than 15 meters apart. Survey crew was equipped with a GPS receiver with sub-meter accuracy. The entirety of the project site consisted of paved parking areas, landscaped portions, and existing structures. All of the project site was disturbed from existing development. No natural soils were observed. Ground visibility was extremely poor due to the majority of the site being paved or developed with an existing building. No archaeological resources were observed within the project site.

Impact Analysis

a) *Would the project cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?*

A historical resource is defined by Public Resources Code Section 21084.1 and California Environmental Quality Act Guidelines Section 15064.5 as any resource listed or determined to be eligible for listing in the NRHP as well as some California State Landmarks and Points of Historical Interest. In addition, historical resources are evaluated against the CRHR criteria prior to making a finding as to the project's impacts on historical resources. Generally, resources must be at least 50 years old to be considered for listing in the CRHR as a historical resource. As described above, there are no buildings or structures that qualify as historical resources under CEQA that will sustain significant impacts because of construction or implementation of this Project. Furthermore, the subject property was determined to be ineligible for listing in the NRHP, CRHR, or as a CHL, and is not considered a CEQA historical resource. Therefore, **no impact** would occur.

b) *Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?*

No archaeological resources were identified within the project site as a result of the intensive pedestrian survey. The NWIC records search did not identify any archaeological resources within or in the immediate vicinity of the project site. Based on review of the project setting, the project has a low potential to impact any previously undocumented cultural resources. The project, as currently designed, appears to have a low potential for encountering intact cultural deposits during ground disturbing activities, and would have no impact to known cultural resources. Nonetheless, like all development projects, the potential still exists to encounter previously undiscovered archaeological resources during project construction activities. Should any such resources be encountered during project grading and construction, however, the construction contractor would stop work and contact DMV. This contractual requirement between the construction contractor and DGS is described in Section 1.1. According to this requirement, a qualified specialist would be assigned to review the unanticipated find and evaluate the find in consultation with DMV; if the find is determined to be significant, and the area cannot be feasibly avoided, additional work would be warranted to protect, test, and/or recover the resource. With the adherence to this requirement, impacts to archaeological resources would be **less than significant**.

c) Would the project disturb any human remains, including those interred outside of formal cemeteries?

No known human remains or burial sites were discovered through the NWIC records search, pedestrian survey of the project site, or NAHC SLF search. However, the potential to encounter human remains during project construction still exists. Per Section 7050.5 of the California Health and Safety Code, and as presented in the Section 1.1 of the Initial Study above, if human remains are discovered during project construction, no further work shall occur in the immediate vicinity of the discovered remains until the County Coroner has made the necessary findings as to the origin of the remains. Furthermore, pursuant to California Public Resources Code Section 5097.98(b), remains shall be left in place and free from disturbance until recommendations for treatment have been made. With adherence to these State Code requirements, as outlined in Section 1.1 of the Initial Study, impacts to human remains would be **less than significant**.

Mitigation Measures

No mitigation measures are required.

3.6 Energy

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
VI. 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"/>
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"/>

Environmental Setting

The primary energy source required for the project would be petroleum during short-term construction. According to the U.S. Energy Information Administration, California used approximately 524 million barrels of petroleum in 2020, with the majority (433 million barrels) used for the transportation sector (EIA 2022). This total annual consumption equates to a daily use of approximately 1.4 million barrels of petroleum. There are 42 U.S. gallons in a barrel, so California consumes approximately 60 million gallons of petroleum per day, adding up to an annual consumption of 22 billion gallons of petroleum. However, technological advances, market trends, consumer behavior, and government policies could result in significant changes in fuel consumption by type and in total. At the federal and state levels, various policies, rules, and regulations have been enacted to improve vehicle fuel efficiency, promote the development and use of alternative fuels, reduce transportation-source air pollutants and GHG emissions, and reduce vehicle miles traveled.

Impact Analysis

The following analysis relies on the San Francisco Fell Street DMV Field Office Replacement Project - Air Quality and Greenhouse Gas Emissions Technical Memorandum (Appendix A); this appendix includes emissions calculation methodology and assumptions.

- a) ***Would the project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?***

Construction

Electricity

Temporary electric power for as-necessary lighting and electronic equipment (such as computers inside temporary construction trailers and heating, ventilation, and air conditioning) would be provided by Pacific Gas & Electric. The amount of electricity used during project construction would be minimal because typical demand stems from the use of electronic equipment, in addition to electrically powered hand tools. As the electricity used for construction activities would be temporary and minimal, impacts related to electricity consumption during project construction are determined to be less than significant.

Natural Gas

Natural gas is not anticipated to be required during construction of the proposed project. Fuels used for construction would primarily consist of diesel and gasoline, which are discussed under the subsection "Petroleum". Any minor amounts of natural gas that may be consumed as a result of construction would be temporary and negligible and would not have an adverse effect on the environment; therefore, impacts are determined to be less than significant.

Petroleum

Offroad equipment used during construction of the project would primarily rely on diesel fuel, as would vendor trucks involved in delivery of materials to the individual parcels, haul trucks exporting demolition material, and haul trucks importing or exporting soil and other materials to and from the project site. In addition, construction workers would travel to and from the project site throughout the duration of construction. It is assumed in this analysis that construction workers would travel in gasoline-powered light-duty vehicles. Fuel consumption from construction equipment and vehicle trips was estimated by converting the total CO₂ (carbon dioxide) emissions anticipated to be generated by the construction of the project to gallons using conversion factors for CO₂ to gallons of gasoline or diesel. The conversion factor for gasoline is 8.78 kilograms per metric ton (MT) CO₂ per gallon, and the conversion factor for diesel is 10.21 kilograms per MT CO₂ per gallon (The Climate Registry 2022). Appendix A lists the assumed equipment usage and vehicle trips for construction for the project.

The estimated diesel fuel usage from construction equipment, haul trucks, and vendor trucks, as well as estimated gasoline fuel usage from worker vehicles, is shown in Table 7.

Table 7. Total Proposed Project Construction Petroleum Demand

Project	Off-Road Equipment (diesel)	Haul Trucks (diesel)	Vendor Trucks (diesel)	Worker Vehicles (gasoline)
	Gallons			
Construction	42,945.96	1,932.28	3,448.30	13,372.10
Total Petroleum Consumed for Project Construction				61,698.64

Source: Appendix A.

In summary, construction associated with the development of the project is estimated to consume a total of approximately 61,700 gallons of petroleum. Notably, the project would be subject to CARB’s In-Use Off-Road Diesel Vehicle Regulation that applies to certain off-road diesel engines, vehicles, or equipment greater than 25 horsepower. The regulation (1) imposes limits on idling, requires a written idling policy, and requires a disclosure when selling vehicles; (2) requires all vehicles to be reported to CARB (using the Diesel Off-Road Online Reporting System) and labeled; (3) restricts the adding of older vehicles into fleets starting on January 1, 2014; and (4) requires fleets to reduce their emissions by retiring, replacing, or repowering older engines or installing VDECS (i.e., exhaust retrofits). The fleet must either show that its fleet average index was less than or equal to the calculated fleet average target rate, or that the fleet has met the Best Achievable Control Technology requirements. Further, as discussed in Section 1.1, the project would utilize Tier 4 Final equipment, which is the cleanest off-road diesel equipment available.

Overall, while construction activities would consume petroleum-based fuels, consumption of such resources would be temporary and would cease upon the completion of construction. Further, the petroleum consumed related to construction would be typical of construction projects of similar types and sizes and would not necessitate new petroleum resources beyond what are typically consumed in California. Therefore, because petroleum use during project construction would be temporary and minimal and would not be wasteful or inefficient, impacts are determined to be less than significant.

Operation

Electricity

Project operation would require electricity for multiple purposes including, but not limited to, building heating and cooling, lighting, appliances, and electronics. Notably, the new field office building would be designed to achieve ZNE performance, which indicates that the total amount of the energy used by the building on an annual basis would be approximately equal to the amount of renewable energy generated on site. For the existing DMV building, the CalEEMod default energy consumption was assumed with the historic data option (i.e., pre-2005 development) based on the age of the facility. As such, the net change in electricity demand would be a reduction of approximately 417,914 kWh per year with the project. Electricity consumption of the project, therefore, would not be considered inefficient, wasteful, or unnecessary, and impacts would be less than significant.

Natural Gas

The project would prohibit the installation of natural gas infrastructure and would be all-electric. As with electricity, for the existing DMV building, the CalEEMod default energy consumption was assumed with the historic data option (i.e., pre-2005 development) based on the age of the facility. As such, the net change

in natural gas demand would be a reduction of 566,160 kilo-British thermal units per year with the project. Natural gas consumption of the project, therefore, would not be considered inefficient, wasteful, or unnecessary, and impacts would be less than significant.

Petroleum

During operations, the majority of fuel consumption resulting from the project would involve the use of motor vehicles traveling to and from the project site, as well as fuels used for alternative modes of transportation that may be used by employees and visitors of the project.

Petroleum fuel consumption associated with motor vehicles is a function of the vehicle-miles traveled (VMT) and fuel efficiency. The net change in fuel estimates for the project versus existing scenarios are provided in Table 8.

Table 8. Petroleum Demand - Operations

Scenario	On-Road Vehicles - Gasoline	On-Road Vehicles - Diesel	Total Petroleum
	Gallons		
Project	62,212.64	2,815.45	65,028.09
Existing	68,568.84	3,009.68	71,578.52
Net Change (Project - Existing)	(6,356.20)	(194.23)	(6,550.42)

Source: Appendix A.

Notes: Numbers in parentheses represent a negative number.

As depicted in Table 8, implementation of the project would lead to a decrease in petroleum consumption of approximately 6,550 gallons of petroleum per year, primarily due to advances in fuel economy in future years.

Additionally, as described in Section 3.17, Transportation, the project is within 0.25 miles of Muni stops with peak service frequencies of less than 15-minutes, would have a floor area ratio greater than 0.75, would not reduce off-street parking from existing conditions, and would be consistent with the Sustainable Communities Strategy. Further, project-specific sustainable design features would include electric vehicle charging electric infrastructure consistent with State requirements. Increased electric vehicle would reduce petroleum use and increase electricity use; however, the project would be ZNE and would generate renewable solar energy.

In summary, project implementation would result in a decrease in petroleum use during operation compared with the existing scenario. As such, the petroleum consumption associated with the project would not be considered inefficient or wasteful, and impacts would be less than significant.

Renewable Energy Potential

As part of the project’s design process, the project applicant considered how the project could potentially increase its reliance on renewable energy sources to meet the project’s energy demand. Renewable energy sources that were considered for their potential to be used to power the project, consistent with the California Energy Commission’s (CEC’s) definition of eligible renewables, include biomass, geothermal, solar, wind, and small hydroelectric facilities.

Given the project's location in an urban area and the nature of the project, there are considerable site constraints including limited land availability, incompatibility with on site and surrounding land uses for large scale power generation facilities, unknown interconnection feasibility, compatibility with utility provider systems, and no known water or geothermal resources to harness, that would eliminate the potential for biomass, geothermal, and hydroelectric renewable energy to be installed on site.

Regarding wind power, due to the urban nature of the site and surrounding land uses, wind turbines are not feasible as it represents an incompatible use. Specifically, a general rule of thumb is to install a wind turbine on a tower with the bottom of the rotor blades at least 30 feet above anything within a 500-foot horizontal radius and to be sited upwind of buildings and trees (APA 2011; NREL 2015), which the project site cannot accommodate.

Regarding solar power, the project would install solar panels on two carport type structures with an output between 180,000 and 250,00 kWh per year. While the project does not propose battery storage at this time, the project does not preclude installation of battery storage in the future if determined to be a feasible and compatible land use of the site.

In summary, the project includes the on-site renewable energy source (i.e., solar) that was determined to be feasible for the site and does not include the on-site renewable energy sources that were determined to be infeasible.

As explained above, the project would use renewable energy on site as determined to be feasible and would not result in wasteful, inefficient, or unnecessary consumption of energy resources, including electricity, natural gas, or petroleum during project construction or operation. Impacts would be **less than significant**.

b) *Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?*

The project would be subject to and would comply with, at a minimum, the California Building Energy Efficiency Standards (24 CCR, Part 6) 2019 standards, but would likely be subject to the 2022 Title 24 standards. Part 6 of Title 24 establishes energy efficiency standards for residential and non-residential buildings constructed in California in order to reduce energy demand and consumption. Part 11 of Title 24 sets forth voluntary and mandatory energy measures that are applicable to the project under the California Green Building Standards Code. As discussed under criterion "a" above, the project would result in an a temporary demand for petroleum during construction; however, compared to the existing scenario, the project would result in decreased demand for electricity, natural gas, and petroleum during long-term operations. In addition, the project would be energy efficient by design, as LEED Silver and ZNE. Overall, the project would meet and exceed the applicable California code requirements for energy efficiency.

Because the project would comply with and exceed the existing energy standards and regulations, the project would result in a less than significant impact associated with the potential to conflict with energy standards and regulations.

Mitigation Measures

No mitigation measures are required.

3.7 Geology and Soils

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
VII. 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 type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Environmental Setting

The City of San Francisco lies in the Coast Ranges geomorphic province which is characterized by northwest trending valleys and mountain ranges that run sub-parallel to the San Andreas Fault. The northern and southern Coast

Ranges are separated by a structural trough, formed by tectonic forces that is now the San Francisco Bay. The City of San Francisco sits at the northern end of a peninsula that is immediately west of the Bay.

The San Francisco Bay Area is a seismically active area with a number of Holocene-active faults, which are defined as showing evidence of displacement within the last 11,700 years, located within the region. However, no Holocene-active faults are located within or immediately adjacent to the City. The nearest Holocene-active fault to the project site is the San Andreas Fault which is approximately 4 miles to the southwest where the fault is located offshore. Other Holocene-active faults in the region include the Hayward-Rodgers Creek, San Gregario, Mt. Diablo Thrust, Calaveras, Concord, and Greenville faults. According to an evaluation of earthquake probabilities, there is a 72% chance of a magnitude 6.7 earthquake occurring in the San Francisco Bay region before 2045 (USGS 2015). Historically, the City of San Francisco experienced substantive damage from the 1906 San Andreas and 1989 Loma Prieta earthquakes.

A geotechnical report for the project site was prepared by Crawford & Associates which described the site as relatively flat and underlain by Holocene age (<11,700 years) Dune Sand with little to no fines content (Crawford 2022). During geotechnical borings that were advanced at the site, the sand layers encountered were described as very loose to loose for the upper 10 feet below ground surface (bgs) and mostly medium dense below 10 feet. Bedrock was encountered at a depth of approximately 43.5 feet bgs and described as sandstone and claystone. Groundwater was encountered at a depth of 22.5 feet bgs. According to mapping compiled by the California Geological Survey, the project site is located within a zone considered to have a high potential for susceptibility to liquefaction hazards (CGS 2022).

According to surficial geological mapping by Cochrane et al. (as cited in Crawford 2022) at a 1:24,000 scale, the project site is underlain by artificial fill (map unit Qf), which in turn is underlain by Holocene dune sands (map unit Qyds). The geotechnical borings for the project did not encounter the artificial fill that is mapped on the surface of the project site.

Impact Analysis

- a) ***Would the project 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.***

As described above, there are no Holocene-active faults that transect the city and thus there are no Alquist-Priolo Earthquake Fault Zones, where fault rupture hazards are typically going to occur. Therefore, development of the proposed project would not be susceptible to ground displacement due to surface fault rupture. Furthermore, development of the project would not exacerbate existing conditions that could increase the likelihood of surface fault rupture by stressors on faults. Therefore, the proposed action would not expose people to increased risks as a result of fault rupture. There would be no impact, and no mitigation measures are necessary.

ii) Strong seismic ground shaking?

The project site is located in a seismically active region with numerous Holocene-active faults that are capable of producing substantive ground shaking during a seismic event. The severity of ground shaking is dependent on a number of different factors including distance to the causative fault, magnitude of the event, duration of shaking, and the geotechnical characteristics of the underlying materials. The closest active fault to the project site is the San Andreas fault, which is offshore, approximately 4 miles southwest of the site. To the east is the Hayward fault, which is approximately 15 miles from the project site and is considered to have a relatively high probability of a substantial earthquake (USGS 2015). Other active faults considered capable of causing substantive shaking at the project site include the Mount Diablo Thrust, Calaveras, Green Valley, West Napa, Greenville and Rodgers-Creek faults. Ground shaking may affect areas hundreds of miles distant from the earthquake's epicenter. Historic earthquakes have caused strong ground shaking and damage in City of San Francisco, such as the 1989 Loma Prieta earthquake whose epicenter was approximately 60 miles south of the City.

However, the proposed project would be required to comply with the most current California Building Code, which includes requirements to ensure that new development is designed to include seismic safety measures. The 2019 CBC⁶ design parameters are specifically tailored to minimize the risk of structure failure due to seismic hazards and include a requirement for a standard, project-specific geotechnical (also known as a soils investigation) report, as part of the building permit (Design-Build Phase) process (CBC Chapter 18 and 18A). A preliminary project-specific geotechnical report was prepared for the project site which identified that the proposed project is expected to be subject to strong ground shaking during the lifetime of the facility. In accordance with the CBC, a final design level geotechnical report that provides specific recommendations related to soils and seismic engineering will be prepared, including recommendations for remedial grading and foundation design, thus minimizing the potential for structural distress as a result of seismically induced ground shaking. The CBC requires compliance with applicable seismic design requirements, thus minimizing the potential for structural damage during an earthquake.

- Therefore, the project would be designed consistent with applicable CBC regulations, with respect to seismic engineering and would therefore be considered seismically safe. As a result, development of the proposed project would not directly or indirectly cause or exacerbate adverse effects involving strong seismic ground shaking. Impacts would be **less than significant**

iii) Seismic-related ground failure, including liquefaction?

Liquefaction is a geotechnical hazard that occurs when loose, unconsolidated saturated soils are subjected to ground shaking causing the pore pressure to exceed frictional forces resulting in the soil units behaving more like a liquid than a solid. Liquefaction hazards are generally considered to be highest in susceptible soils within 50 feet of the ground surface. If susceptible soils are present, liquefaction can cause substantive damage. Mapping compiled by the California Geological Survey identify the site as being within an area considered susceptible to liquefaction hazards in accordance with the Seismic Hazards Zonation Program (CGS 2022). According to data compiled in the geotechnical investigation for the project site, groundwater depth ranges from 21 to 22.5 feet bgs and testing on two different borings from the site

⁶ The CBC is updated triannually and the current version is the 2019 CBC but the forth coming 2022 CBC is expected to become effective on January 1, 2023.

indicated a classification between low and high liquefaction potential (Crawford 2022). The findings suggested that liquefaction could result in induced settlement of 1 to 4 inches.

However, as noted above, the proposed project would be required to adhere to the most current version of the CBC which includes requirements for addressing liquefaction hazards. The presence of liquefiable soils can be addressed either through treatment of liquefiable layers or through foundation design in accordance with CBC and applicable ASCE 7 (Minimum Design Loads and Associated criteria for Buildings and Other Structures) standards. In addition, because of its location in a liquefaction hazard zone, the project would be required to adhere to the Special Publications (SP) 117A for mitigating liquefaction hazards. All of the improvements that would be associated with the proposed project would be required to comply with SP 117A as well as the applicable version of the CBC which include requirements to ensure that new development would not cause or exacerbate geological and soil hazards, including liquefaction, lateral spreading (related to liquefaction), and dynamic settlement. These requirements include incorporation of recommendations from a final design level project-specific geotechnical report, which would evaluate the potential for liquefaction and provide recommendations to incorporate design measures such as site preparations and foundation design measures to minimize the potential for structural damage caused by seismic-related ground failure such as liquefaction. As such, development of the proposed project would not directly or indirectly cause or exacerbate adverse effects involving seismic related ground failure, including liquefaction. Therefore, impacts would be **less than significant**.

iv) Landslides?

The project site is relatively level with a maximum grade change of just 8 feet across the entire site. The areas surrounding the site are also relatively level such that the potential for landslides, induced by seismic activity or not, is considered remote. Therefore, there would be **no impact** related to landslides.

b) Would the project result in substantial soil erosion or the loss of topsoil?

Implementation of the proposed project would include earthwork activities that could expose soils to the effects of wind and water that can result in erosion and loss of topsoil. Construction activities would be required to implement an erosion and sediment control plan in accordance with the National Pollutant Discharge Elimination System (NPDES) Construction General Permit (discussed in more detail in Section 3.10, Hydrology and Water Quality) to reduce the amount of erosion at the construction site from stormwater runoff. Adherence to the Construction General Permit would require preparation and implementation of a Stormwater Pollution Prevention Plan (SWPPP) which will include best management practices for erosion control. Implementation of these erosion control requirements would be effective in minimizing the potential for erosion and loss of topsoil.

Once construction is completed, developed portions of the project site would be occupied by pavement and landscaping with drainage features consistent with San Francisco Stormwater Management Requirements and Design Guidelines (discussed in greater detail in Section 3.10, Hydrology and Water Quality), which would serve to reduce soil erosion from stormwater during operations. Therefore, with compliance with stormwater management requirements during construction activities, and with appropriate project design, impacts related to soil erosion would be **less than significant** during construction and operation of the project.

- c) ***Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?***

As noted above, the project site is relatively level and not located near any substantive slopes that could be susceptible to landslides on- or off-site. Relatedly, lateral spreading, a hazard where liquefiable materials shift towards an open face, are not considered a geotechnical hazard at the site because of the relatively flat topography (Crawford 2022). The project site is not located in an area of historical or current recorded subsidence due to groundwater pumping or oil extraction. Liquefaction hazards are discussed above and while potential liquefiable layers have been identified at the site, adherence to SP 117A and applicable building code requirements would reduce impacts to less than significant levels. The geotechnical evaluation of the project also determined that the site is underlain by very loose to loose sandy soils in the upper 10 feet bgs that become denser with depth but would not be considered collapsible. Furthermore, development of the proposed project would not directly or indirectly cause or exacerbate any adverse effects involving these seismic related hazards.

The proposed project would be required to comply with the most current CBC, which includes requirements to ensure that new development would not cause or exacerbate geological and soil hazards, including unstable soils and collapsible soils (e.g., by ensuring that underlying materials can adequately support the loadings (i.e., weight) of new structures). These requirements include incorporation of recommendations from a final design level project-specific geotechnical report, which would include recommendations for grading, foundation design, and retaining walls, if warranted. Adherence to building code requirements would also ensure that all proposed improvements associated with the project are evaluated for potential unstable soils and that recommendations for site preparations (e.g., soil compaction) and/or building foundation designs to minimize the potential for settlement are incorporated into project design plans. Compliance with these recommendations consistent with building code requirements would minimize the potential for structural damage associated with potentially unstable soils. Therefore, potential impacts would be **less than significant**.

- d) ***Would the project 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?***

Expansive soils, if present, can adversely affect improvements over time through cyclical volumetric changes that occur with changes in moisture that can crack foundations, pathways, and other improvements. However, according to the preliminary geotechnical investigation of the project Site, expansive soils were not encountered in the exploratory borings conducted at the site (Crawford 2022). As a result, the potential for adverse effects related to expansive soils would be considered **less than significant**.

- e) ***Would the project have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?***

The proposed project would connect to the existing waste water infrastructure for the City and would not require septic tanks or any other alternative waste water disposal system. Therefore, there would be **no impact**.

f) **Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?**

Paleontological resources (i.e., fossils) are recovered from sedimentary rock units and sometimes low-grade metamorphic rocks and are generally considered older than middle Holocene (approximately 4,200 years ago) (Cohen et al. 2022; SVP 2010). According to surficial geological mapping by Cochrane et al. (2015) at a 1:24,000 scale, the proposed project site is underlain by artificial fill (map unit Af), which is underlain by Holocene (<11,700 years ago; Cohen et al. 2022) to late Pleistocene (approximately 11,700 – 129,000 years ago; Cohen et al. 2022) dune sand (map unit Qyds) and likely the Pleistocene Colma Formation or an unnamed Pleistocene geological unit at depth. The geotechnical borings conducted for the project by Crawford (2022) confirmed the presence of dune sand but did not encounter the artificial fill mapped by Cochrane et al. (2015).

To determine if any fossil localities are known from within the project site or nearby from the same geological unit that underlies the project site, a paleontological records search was requested from the Natural History Museum of Los Angeles County (NHMLA) on November 4, 2022. The NHMLA contains fossil locality records from throughout the state of California. The NHMLA responded to paleontological records search request on November 20, 2022 stating they do not have many relevant records in the area. A second paleontological records search was requested from the University of California Museum of Paleontology (UCMP) on 11/22/2022. The UCMP did not report any fossil localities from within the project site but reported a fossil shark tooth from 706 Mission Street at 114 feet below the ground surface (UCMP 2022a). In addition, Dudek paleontologists accessed the UCMP online locality database to determine if any Pleistocene fossil localities are recorded near the project site. The nearest fossil locality, UCMP V2018001, produced a fossil bat ray spine (Batoidea) from 706 Mission Street at 114 feet below the ground surface (UCMP 2022b). UCMP localities V3411 and V69186 produced fossil specimens of mammoth (*Mammuthus columbi*) and horse (*Equus*) from the Bay Bridge. More precise locality data was not available (UCMP 2022b).

Several Pleistocene fossil localities are known from the City of San Francisco and San Francisco County. During excavations in downtown San Francisco near the base of Telegraph Hill, three mammoth (*Mammuthus cf. M. columbi*) specimens and one bison (*Bison cf. B. latifrons*) were recovered from gravelly sandy clays of the Pleistocene Colma Formation (Rodda and Baghai 1993). In his compilation of late Quaternary vertebrates from California, Jefferson (1991) reported several localities from San Francisco County from the same or similar sediments that underlie the project site at depth. Fossils reported include horse (*Equus* sp.), deer (*Odocoileus* sp.), bison (*Bison antiquus* and *Bison* sp. cf. *B. latifrons*), mammoth (*Mammuthus columbi*) mastodon (*Mammut cf. M. americanum*) and sloth (*Megalonyx* sp.).

No paleontological resources were identified within the project site as a result of the desktop geological review and paleontological review; however, the results of the NHMLA are pending. In addition, the project site is not underlain by a unique geological feature. The project site has previously been developed and disturbed and the site is surrounded by existing development. Nonetheless, there is the potential for paleontological resources to exist below the ground surface, where sediments become old enough to preserve fossils. Ground-disturbing activities in subsurface geologic units with moderate to high paleontological sensitivity have the potential to damage or destroy paleontological resources that may be present. Such resources could be disturbed by grading and excavation activities associated with the proposed project; however, planned excavations for the project are not anticipated to extend to a depth where these resources could be encountered (> 10 feet). Even so, as described in Section 1.1, the project

is will preserve paleontological resources if encountered. The construction contractor will be required, through contractual agreements with DGS, to alert all construction crew members of the potential to encounter paleontological material; the contractor is also required to stop work immediately and contact the appropriate DMV representative in the event that paleontological material is encountered. Thereafter, the contractor would be required to retain a qualified paleontologist to evaluate the significance of the find and prepare a paleontological impact mitigation program and monitoring, if they determine it is needed. Therefore, impacts to paleontological resources would be **less than significant**.

Mitigation Measures

No mitigation measures are required.

3.8 Greenhouse Gas Emissions

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
VIII. 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"/>
b) Conflict with an 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"/>

Environmental Setting

Climate change refers to any significant change in measures of climate, such as temperature, precipitation, or wind patterns, lasting for an extended period of time (decades or longer). The Earth’s temperature depends on the balance between energy entering and leaving the planet’s system, and many factors (natural and human) can cause changes in Earth’s energy balance. The greenhouse effect is the trapping and build-up of heat in the atmosphere (troposphere) near the Earth’s surface. The greenhouse effect is a natural process that contributes to regulating the Earth’s temperature, and it creates a livable environment on Earth. Human activities that emit additional GHGs to the atmosphere increase the amount of infrared radiation that gets absorbed before escaping into space, thus enhancing the greenhouse effect and causing the Earth’s surface temperature to rise. Global climate change is a cumulative impact; a project contributes to this impact through its incremental contribution combined with the cumulative increase of all other sources of GHGs. Thus, GHG impacts are recognized exclusively as cumulative impacts (CAPCOA 2008).

A GHG is any gas that absorbs infrared radiation in the atmosphere; in other words, GHGs trap heat in the atmosphere. As defined in California Health and Safety Code Section 38505(g) for purposes of administering many of the state’s primary GHG emissions reduction programs, GHGs include CO₂, methane (CH₄), nitrous oxide (N₂O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), sulfur hexafluoride (SF₆), and nitrogen trifluoride (NF₃) (see

also 14 CCR 15364.5). The three GHGs evaluated herein are CO₂, CH₄, and N₂O. Emissions of HFCs, PFCs, SF₆, and NF₃ are generally associated with industrial activities including the manufacturing of electrical components, heavy-duty air conditioning units, and insulation of electrical transmission equipment (substations, power lines, and switch gears.). Therefore, emissions of these GHGs were not evaluated or estimated in this analysis because the proposed project would not include these activities or components and would not generate HFCs, PFCs, SF₆, and NF₃ in measurable quantities.

Gases in the atmosphere can contribute to climate change both directly and indirectly.⁷ The Intergovernmental Panel on Climate Change developed the global warming potential (GWP) concept to compare the ability of each GHG to trap heat in the atmosphere relative to another gas. The reference gas used is CO₂; therefore, GWP-weighted emissions are measured in metric tons of CO₂ equivalent (MT CO₂e). Consistent with CalEEMod Version 2020.4.0, this GHG emissions analysis assumed the GWP for CH₄ is 25 (emissions of 1 MT of CH₄ are equivalent to emissions of 25 MT of CO₂), and the GWP for N₂O is 298, based on the Intergovernmental Panel on Climate Change Fourth Assessment Report (IPCC 2007).

The State CEQA Guidelines do not prescribe specific methodologies for performing an assessment, do not establish specific thresholds of significance, and do not mandate specific mitigation measures. Rather, the State CEQA Guidelines emphasize the lead agency's discretion to determine the appropriate methodologies and thresholds of significance consistent with the manner in which other impact areas are handled in CEQA (CNRA 2009). The State of California has not adopted emission-based thresholds for GHG emissions under CEQA. The Governor's Office of Planning and Research's Technical Advisory, titled "Discussion Draft CEQA and Climate Change Advisory," states that

"[N]either the CEQA statute nor the CEQA Guidelines prescribe thresholds of significance or particular methodologies for performing an impact analysis. This is left to lead agency judgment and discretion, based upon factual data and guidance from regulatory agencies and other sources where available and applicable. Even in the absence of clearly defined thresholds for GHG emissions, such emissions must be disclosed and mitigated to the extent feasible whenever the lead agency determines that the project contributes to a significant, cumulative climate change impact. (OPR 2018a)

Furthermore, the advisory document indicates that "in the absence of regulatory standards for GHG emissions or other scientific data to clearly define what constitutes a 'significant impact,' individual lead agencies may undertake a project-by-project analysis, consistent with available guidance and current CEQA practice." The DMV does not have its own thresholds for GHG emissions, and as a state entity, is not subject to local government planning documents or regulations. However, project consistency with the following statewide regulations is applied in order to determine significance of the project's GHG emissions:

1. **Senate Bill (SB) 32.** SB 32 requires CARB to ensure that statewide GHG emissions are reduced to 40% below 1990 levels by 2030.
2. **Assembly Bill (AB) 1279.** AB 1279 declares the policy of the state to achieve net zero GHG emissions as soon as possible, but no later than 2045, and achieve and maintain net negative GHG emissions thereafter.

⁷ Direct effects occur when the gas itself absorbs radiation. Indirect radiative forcing occurs when chemical transformations of the substance produce other GHGs, when a gas influences the atmospheric lifetimes of other gases, and/or when a gas affects atmospheric processes that alter the radiative balance of the Earth (e.g., affect cloud formation or albedo) (EPA 2017).

Additionally, the bill requires that by 2045, statewide anthropogenic GHG emissions be reduced to at least 85% below 1990 levels.

Impact Analysis

The following analysis is based on the San Francisco Fell Street DMV Field Office Replacement Project - Air Quality and Greenhouse Gas Emissions Technical Memorandum (Appendix A); this appendix includes emissions calculation methodology and assumptions.

a) **Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?**

See Threshold b, below.

b) **Would the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?**

Construction of the project would result in GHG emissions, which are primarily associated with use of off-road construction equipment, on-road vendor trucks, haul trucks, and worker vehicles. As a common approach, the total construction GHG emissions were calculated, amortized over 30 years, and then summed with the operational GHG emissions to determine the annual inventory. Table 9 presents construction GHG emissions for the project.

Table 9. Estimated Annual Construction GHG Emissions

Year	CO ₂	CH ₄	N ₂ O	CO ₂ e
	Metric Tons			
2023	53.39	0.01	<0.01	53.98
2024	378.61	0.07	0.01	382.80
2025	178.82	0.03	<0.01	180.22
Total				617.00
Annualized emissions over 30 years (metric tons per year)				20.57

Notes: CO₂ = carbon dioxide; CH₄ = methane; N₂O = nitrous oxide; CO₂e = carbon dioxide equivalent; GHG = greenhouse gas. See Appendix A for complete results.

As shown in Table 9, the estimated total GHG emissions during construction would be approximately 617 MT CO₂e. Because impacts from construction activities occur over a relatively short-term period, they contribute a relatively small portion (less than 2%) of the overall GHG emissions in the Bay Area (BAAQMD 2009). Therefore, to factor in the short-term construction GHG emissions from the project in the overall GHG inventory, the emissions have been amortized, assuming a 30-year project operational lifetime,⁸ and summed with the project’s long-term operational emissions. Operation of the project would generate GHG emissions through motor vehicle trips to and from the project site; landscape maintenance equipment operation; energy use (generation of electricity consumed by the proposed project); solid waste disposal; and generation of electricity associated with water supply, treatment, and distribution and wastewater treatment.

⁸ A general 30-year operational lifetime for projects is noted in the BAAQMD Revised Draft Options and Justification Report – California Environmental Quality Act Thresholds of Significance (BAAQMD 2009).

CalEEMod was used to calculate the annual GHG emissions for the project and existing uses. The estimated net change in operational GHG emissions are shown in Table 10.

Table 10. Estimated Annual Operational GHG Emissions

Emissions Source	CO ₂	CH ₄	N ₂ O	CO ₂ e
	Metric Tons per Year			
Project				
Area	<0.01	0.00	0.00	<0.01
Energy	0.00	0.00	0.00	0.00
Mobile	574.97	0.06	0.03	585.50
Waste	1.16	0.07	0.00	2.87
Water	4.95	0.16	<0.01	10.06
Total				598.42
Existing				
Area	<0.01	0.00	0.00	<0.01
Energy	68.88	0.01	0.00	69.44
Mobile	632.76	0.07	0.03	644.69
Waste	1.13	0.07	0.00	2.81
Water	4.85	0.16	<0.01	9.86
Total				726.79
Net Change in Emissions				
Net Change (Project – Existing)				(128.37)
<i>Amortized Construction Emissions</i>				<i>20.57</i>
Total Operational Net Change plus Amortized Construction Emissions				(107.80)

Notes: CO₂ = carbon dioxide; CH₄ = methane; N₂O = nitrous oxide; CO₂e = carbon dioxide equivalent. See Appendix A for complete results.

As shown in Table 10, the estimated total net change in GHG emissions would be a reduction of approximately 108 MT CO₂e per year as a result of project operations and amortized construction. This reduction in GHG emissions associated with the project is primarily due to on-road vehicle fuel efficiency and cleaner engines anticipated in future years, as well as the ZNE design of the project.

As described previously, SB 32 establishes for a statewide GHG emissions reduction target whereby CARB shall ensure that statewide GHG emissions are reduced to at least 40% below 1990 levels by December 31, 2030. AB 1279 establishes the statewide target of net zero GHG emissions no later than 2045 and that by 2045, statewide anthropogenic GHG emissions be reduced to at least 85% below 1990 levels. Since the project would result in a net reduction in GHG emissions as compared to existing conditions, the project would support the attainment of the statewide GHG reduction goals for 2030 and 2045 identified in SB 32 and AB 1279, respectively.

Based on the preceding considerations, the project would not generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment or conflict with any applicable plans adopted with the purpose of reducing GHG emissions; therefore, the project’s impacts on GHG emissions would be **less than significant**.

Mitigation Measures

No mitigation measures are required.

3.9 Hazards and Hazardous Materials

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
IX. 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"/>
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"/>
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"/>
d) Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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 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"/>
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 checked="" type="checkbox"/>	<input type="checkbox"/>

Environmental Setting

The project site has been developed going back to the early 1890s, according to the site history reported in the Phase I Environmental Site Assessment conducted for the project site which consisted initially of primarily residential structures (SCA 2022). Later, by 1913 there were various light industrial uses and in the 1950s, a gas station and associated oil tanks are observed in the northwest corner of the site. Other land uses have included a laundry facility and painting/contractor storage yards as early as 1927 (SCA 2022). The current DMV structure was constructed in 1961, which coexisted with some contractor storage and residential flats until 1974.

The Phase I report also conducted a database review and identified two nearby sites (within approximately 0.018 miles on Oak Street) that had subsurface heating oil tanks that reportedly had leaked, but the tanks and any contaminated soil were removed and the cases considered closed in 2004 and 2007, respectively (SCA 2022).

The property is listed in the San Francisco Maher Ordinance zone and is subject to the requirements of Article 22A of the San Francisco Health Code and Article 106A.3.4.2 of the San Francisco Building Code. Maher sites are sites with that require San Francisco Department of Public Health oversight for the characterization and mitigation of hazardous substances found in soil, soil vapor, and groundwater in areas designated within the Maher map. The Maher map includes areas with current or historical industrial use or zoning; areas within 100 feet of current or historical underground tanks; filled former Bay, marsh, or creek areas; or areas within 150 feet of a current or former elevated highway.

Hazardous building materials are common in older structures such as the existing DMV building that were built prior to existing laws and regulations. Hazardous building materials can include asbestos-containing materials (ACMs) (e.g., floor tiles, ceiling tiles, and pipe insulation), lead-based paint, mercury in lamp fixtures or switches, and polychlorinated biphenyls (PCBs) in lighting ballasts. According to the Phase I report, there are confirmed and assumed ACMs as well as lead-containing and lead-based paints in the existing building (SCA 2022). The presence of mercury lamps and lighting ballasts and other materials that may contain PCBs was also noted.

Impact Analysis

- a) ***Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?***

Construction

Construction activities would likely require the use of limited quantities of hazardous materials such as fuels, oils, and lubricants for construction equipment; paints and thinners; and solvents and cleaners. These hazardous materials are typically packaged in consumer quantities and used in accordance with manufacturer recommendations and would be transported to and from the project site. If not managed appropriately, the handling of these hazardous materials and wastes could result in adverse health effects to workers or the public.

Transportation of hazardous materials is regulated by the U.S. Department of Transportation and Caltrans. Together, federal and State agencies determine driver-training requirements, load labeling procedures, and container specifications designed to minimize the exposure of hazardous materials. In addition, businesses that use hazardous materials, including construction companies, are required to prepare and implement Hazardous Material Business Plans (HMBPs) describing procedures for the handling, transportation,

generation, and disposal of hazardous materials. Other applicable regulations include the Hazardous Waste Control Act, the Hazardous Waste Generator Program, the Hazardous Materials Release Response Plans and Inventory Program, and the California Accidental Release Prevention Program.

As discussed above in 3.7, Geology and Soils, construction activities would be required to implement an SWPPP in accordance with the NPDES General Construction Permit that would include best management practices (BMPs) for the handling, storage, and disposal of hazardous materials during construction activities. Implementation of these BMPs would be effective in minimizing the potential for hazardous emissions to occur during construction.

Therefore, considering the comprehensive set of federal and State regulations that regulate the transportation, management, and disposal of hazardous materials and wastes, the potential for construction of the proposed project to result in a significant hazard due to exposure of the public or the environment to hazardous materials or wastes during construction would be considered **less than significant**.

Operation

Operation of the proposed project would be relatively similar to existing conditions in terms of hazardous materials use and would not include any bulk storage or large quantities of hazardous materials. The proposed project would only increase the number of employees from 56 to 60 and would be serving the existing volume of customers as under existing conditions and anticipated additional customers in future years. However, hazardous chemicals common in similar settings include paints, lubricants, solvents, cleaning supplies and relatively small quantities of fuels, oils, and other petroleum-based products that would be associated with building maintenance. The majority of these hazardous materials that would be associated with the proposed project are typically handled and transported in small quantities, and because the health effects associated with them are generally not as serious as industrial uses, operation of a majority of the new uses at the site would not cause an adverse effect on the environment with respect to the routine transport, use, or disposal of general office and household hazardous materials.

As required by the California Division of Occupational Safety and Health and California Code of Regulations Title 22 Social Security, Division 4.5, any storage of hazardous materials and/or waste at the site would be required to submit business information and hazardous materials inventory forms contained in a Hazardous Materials Management Plan (HMMP) and/or HMBPs as already occurring under the existing operations. Any HMMP or HMBP for the facility would be updated to reflect the new facility but likely would not substantively change much. All hazardous materials are required to be stored and handled according to manufacturer's directions and State, and federal regulations including the Hazardous Waste Control Act (California Health and Safety Code Section 25100 et seq.), which is implemented by regulations described in Title 22 of the California Code of Regulations (CCR). With adherence to existing regulatory requirements, the impact of the routine transport, use or disposal of hazardous materials associated with operation of the project would be **less than significant**.

- b) *Would the project 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?***

As noted above in a), construction activities would require the use of limited quantities of hazardous materials that are normal requirements of the construction process, including fuels, oils, and lubricants for construction equipment; paints and thinners; and solvents and cleaners. These materials would be

transported to and from the project site for use during construction activities. The improper handling and transport of hazardous materials could result in accidental release of hazardous materials, thereby exposing the public or the environment to hazardous materials.

Construction activities would disturb more than one acre and, thus, would be required to implement requirements of the NPDES General Construction Permit. This permit requires implementation of BMPs that would include measures to address the safe handling of hazardous materials, and in the unlikely event of an inadvertent release, also requires spill response measures to contain any release of hazardous materials. The use of construction BMPs implemented as part of a SWPPP as required by the NPDES General Construction Permit would minimize the potential adverse effects from accidental release of hazardous materials or wastes. If a spill of hazardous materials on the construction site were to occur, the spilled materials would typically be relatively localized because of the relatively small quantities involved and would be cleaned up in a timely manner in accordance with identified BMPs.

As noted above, the existing improvements may include hazardous building materials such as asbestos, lead-based paint (LBP), PCBs and mercury. Based on the age of the improvements proposed for demolition, there is a potential for hazardous building materials (e.g., LBP, asbestos-containing materials (ACM), and universal wastes) to be present. Demolition as well as transportation and disposal of the building materials could cause a release of these materials to the environment. However, all handling of these hazardous materials would be done accordance with federal, state, and local regulations, which include, but are not limited to:

- For asbestos: Cal/OSHA Asbestos and Carcinogen Unit; California Department of Public Health; California Department of Resources, Recycling, and Recovery (CalRecycle); South Coast Air Quality Management District; and EPA National Emission Standards for Hazardous Air Pollutants (NESHAP).
- For lead: California Department of Public Health and EPA Lead Renovation, Repair, and Painting Rule.
- For universal wastes including PCBs and mercury: Department of Toxic Substances Control (DTSC) universal waste rules; CalRecycle; and EPA Solid Waste Rules (40 CFR Part 273).

The aforementioned regulations require a survey for hazardous building materials prior to demolition and subsequent abatement of any identified hazardous materials prior to demolition. Proper handling, transportation, and disposal of any hazardous materials in accordance with federal and state regulations would avoid or minimize effects during demolition to less than significant levels.

Therefore, given the required protective measures (i.e., BMPs and existing hazardous building material requirements) and the small quantities of hazardous materials typically needed for construction projects, such as the proposed project, the potential hazard or threat to the public or environment from upset and accident conditions during construction would be considered **less than significant**.

Operation

Use of hazardous materials during the operation of the proposed project would broadly be relatively similar to existing operations and conducted in accordance with existing regulatory requirements including CCR Title 22 and other applicable requirements. The storage of all hazardous materials on site, including any fuels, oils, solvents, cleaning products or landscaping pesticides or herbicides, would be required to adhere to facility-specific HMBPs. The preparation and implementation of facility-specific HMBPs would identify safe measures to store, handle, and dispose of hazardous materials such that accident and upset conditions are minimized. The HMBPs would also include spill response measures to ensure that in the

unlikely event that a release does occur, protocols would be implemented to contain and control any accidental release in a manner that is protective of human health and the environment. Such protocols could include employee training, the location of absorbent materials to contain a release, and notification requirements to ensure that human health and the environment is protected from any exposure. Because a comprehensive set of enforced laws and regulations govern the management of hazardous materials to reduce the potential hazards to the public and environment, this impact would be **less than significant**.

c) *Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?*

There are at least two schools located within a quarter mile of the project site that include the French American International School, located approximately 570 feet to the south, and the Pacific Primary School located approximately 876 feet to the north. However, the proposed project would not be a source of any substantive hazardous emissions and the change compared to existing conditions would be negligible. Demolition activities may include the transport and off-site disposal of any identified hazardous building materials (e.g., asbestos, LBP, PCBs, and/or mercury) abatement activities, however existing stringent regulatory requirements on the transport and disposal of these materials would ensure that this temporary phase of the construction activities would not result in any substantive emissions to these nearby schools. Therefore, the potential impact related to emissions within a quarter mile of a school would be considered **less than significant**.

d) *Would the project be located on a site that 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?*

A search of federal, state, and local databases regarding hazardous material releases and site cleanup lists was conducted for the project site as part of the Phase I investigation (SCA 2022). This search determined that the project site is listed on the Hazardous Waste Tracking System (HWTS) database, a California Department of Toxic Substances Control (DTSC) data repository for hazardous waste manifests and identification number; however these results do not necessarily indicate a release to the environment. The site is also listed in the HAZNET database related to removal and off-site disposal of asbestos waste in 1997 (SCA 2022). Two other databases that include the project site are related to historical activities at the site from past land uses as a gasoline service station (EDR Historical Auto) and a laundry facility which may have included dry cleaning operations (EDR Historical Cleaners) that are considered as more prone to historical releases of hazardous materials even if none are known or reported. Finally, the project site is included on the San Francisco Maher database which lists sites that that have current or historic industrial uses; are within 100 feet of current or historical underground tanks; include former filled Bay areas; or are within 150 of a current or former elevated highway. The project site qualifies because of the former underground storage tanks associated with the past location of a gasoline service station on the site. Two nearby sites, listed on regulatory agency databases related to former heating oil fuel tanks that were removed from 1245 Oak Street and 1209 Oak Street were also noted in the Phase I report (SCA 2022). As a result, the Phase I recommended completion of a Phase II investigation to assess whether these recognized environmental conditions associated with past land uses have adversely affected subsurface materials.

A Phase II Investigation was conducted at the site which included collection of soil, soil vapor, and groundwater samples for laboratory analysis to determine the presence of potential contaminants (SCA 2023). In addition, the investigation included a geophysical scan to search for a suspected potential

abandoned underground fuel storage tank (USTs). The analytical results of the collected samples were compared to regulatory screening levels including California Occupational Safety and Health (CalOSHA) construction worker standards and Environmental Screening Levels (ESLs) that are set by the Regional Water Quality Control Board for commercial land uses. The findings of the Phase II investigation determined the soils samples had arsenic and lead concentrations exceeding CalOSHA construction worker exposure levels and the ESLs for commercial land use. However, it is common for arsenic levels to be naturally above regulatory levels and the soil sample results were below the background levels that are found in the Bay Area (SCA 2023). Lead concentrations exceeding the ESLs were in only two soil samples located in the proposed parking lot area that will be covered by asphalt or concrete and would not require remediation. Detections of cobalt and nickel were found in one soil sample at concentrations which exceeded the construction work exposure limit but were below the commercial land use ESL.

In addition, asbestos was detected in three soil samples which means that the project construction is subject to the requirements of the California Air Resources Board (CARB) Asbestos Airborne Toxic Control Measure (ATCM) for Construction, Grading, Quarrying, and Surface Mining Operations (SCA 2023). These requirements include preparation of an Asbestos Dust Mitigation Plan (ADMP) and application, as well as Bay Area Air Quality Management District (BAAQMD) approval prior to commencement of construction activities. This ADMP would include required air monitoring during soil impacting construction at the project site, as the total area of impact would exceed 1-acre and sensitive receptors (e.g., residences, commercial properties, etc.) are nearby.

For the collected groundwater samples, the laboratory results were below the respective commercial land use ESLs and require no further action (SCA 2023). With one exception, the soil vapor laboratory results were also below the regulatory screening levels. Naphthalene was detected in one of soil vapor samples which exceeded the ESL for commercial land use. However, considering that naphthalene was not detected in the soil sample at this location or in the groundwater sample, it was determined that the presence of naphthalene was most likely attributed to transient contamination from off-site sources (SCA 2023).

The geophysical investigation to search for the suspected abandoned USTs, determined that no USTs were likely present on site (SCA 2023). There were several anomalies noted in the eastern portion of the site, however that the slight magnetism detected were not indicative of a UST but rather more likely metallic debris or abandoned utilities from past land uses (SCA 2023).

In conclusion, the findings of the Phase II investigation did not find evidence warranting additional remediation but did document contaminants above screening levels in the subsurface that could potentially expose construction workers if not handled appropriately. As a result, preparation and implementation of a SMP, as described in Section 1.1, consistent with the City of San Francisco's Maher Article 22A ordinance, would be included as part of contractual requirements of the construction contractor.

Therefore, based on the findings of the Phase II investigation, compliance with CARB requirements, and contractual requirements of the construction contractor consistent with the Maher Article 22A ordinance, the potential impacts to the workers and future occupants would be considered **less than significant**.

- 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?**

The airport closest to the project site is the San Francisco International Airport, which is located more than 10 miles south of the site. Therefore, the project site is not located within any airport land use plan and would not introduce any safety hazards or excessive noise for workers or visitors to the project site. As a result, there would be **no impact**.

- f) **Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?**

The proposed project would replace the existing facility with a new structure but would otherwise operate very similarly to existing conditions. The number of employees would only increase from 56 to 60 and the service to the public would remain as under current conditions. No permanent road closures or other physical changes to access would interfere with applicable emergency response or evacuation plans. Project construction could require temporary road closures; however, these road closures would be coordinated with the City of San Francisco, to ensure the project site and surrounding areas are still accessible for emergency response personnel and vehicles. For these reasons, the potential impact would be **less than significant**.

- g) **Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?**

The project site is located in an urban developed area and while fire risks cannot be ruled out entirely, adherence to California Fire Code requirements would assist in minimizing risks on site. As a result, the potential impacts related to wildfire risks is considered **less than significant**.

Mitigation Measures

No mitigation measures are required.

3.10 Hydrology and Water Quality

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
X. HYDROLOGY AND WATER QUALITY – Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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"/>
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 which would:				
i) result in substantial erosion or siltation on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 off site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 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"/>

Environmental Setting

The project site is located within the San Francisco Bay Hydrologic Region, South Bay Basin. Runoff from the project site does not flow into any designated streams or creeks; rather runoff flows through storm drains directly into the Central Basin, of the Lower Bay of the greater San Francisco Bay. Existing beneficial uses within the Lower Bay include industrial process supply, commercial/sport fishing, shellfish, estuarine habitat, fish migration, preservation of rare and endangered species, fish spawning, wildlife habitat, water contact recreation, non-contact recreation, and navigation (RWQCB 2017). The Central Basin of the Lower Bay is considered an impaired water body, based on the Final 2014/2016 California Integrated Report (Clean Water Section 303(d) List). The Central Basin is impaired based on concentrations of chlordane, dichlorodiphenyltrichloroethane (DDT), dieldrin, dioxin compounds, furan compounds, invasive species, mercury, polycyclic aromatic hydrocarbons (PAHs), polychlorinated biphenyls (PCBs), and selenium. The greater Lower Basin is impaired with these same compounds, as well as trash (RWQCB 2019a).

The project site overlies the Downtown Groundwater Basin. Existing beneficial uses of this basin include municipal/domestic water supply and agricultural water supply. Potential beneficial uses include industrial service supply and industrial process supply (RWQCB 2017). The Downtown Groundwater Basin is not critically overdrafted or subject to completion of a Groundwater Sustainability Plan, under the 2014 Sustainable Groundwater Management Act. This basin is a low to very low priority groundwater basin, with the option to develop a Groundwater Sustainability Plan (DWR 2020a, 202b). Groundwater in the vicinity of the site occurs at depths of approximately 7 to 30 feet below ground surface, and flows toward the south-southeast. The Downtown Groundwater Basin is considered to be historically degraded (Appendix D).

The project site is relatively flat to gently sloping and paved, with curb and gutter surrounding the site, which directs stormwater flow to the existing stormwater collection infrastructure. The project site is not in a tsunami inundation zone, potential inundation area due to reservoir failure, Special Flood Hazard Area, as designated by the Federal Emergency Management Agency, or 100-Year Storm Flood Risk Zone, as designated by the San Francisco Public Utility Commission (SFPUC) (San Francisco Planning Department 2012; FEMA 2022; SFPUC 2022a).

Impact Analysis

- a) ***Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?***

Construction

Project construction would require earth-disturbing activities, including grading, soil over-excavation, and temporary stockpiling of soil prior to backfilling, which could expose disturbed areas to rainfall and stormwater runoff. In addition, accidental/incidental spills of construction-related contaminants (e.g., fuels and oils) could occur during grading and construction, thereby degrading water quality. However, as indicated in Table 1, Permits or Other Actions Required, grading and construction would be completed in compliance with the General Construction Activity National Pollutant Discharge Elimination System Permit (Order No. 2009-0009-DWQ, as amended by Order No. 2010-0014-DWQ, National Pollutant Discharge Elimination System No. CAS000002) (i.e., Construction General Permit), which requires the construction contractor to prepare and comply with a SWPPP. The SWPPP would include erosion control measures such as covering exposed soil stockpiles, protecting the perimeter of the construction site with sediment barriers, and protecting storm drain inlets. The SWPPP must also include water quality protection measures with respect to incidental spills of petroleum products and hazardous materials, including secondary containment of fluid containers, storing fluid containers indoors during rain events, placing drip pans under equipment when not in use, and designating specific areas for equipment fueling and maintenance with surrounding spill containment booms. In addition, DMV will seek to achieve Leadership in Energy and Environmental Design (LEED) Silver, or better during construction. LEED requirements include creation and implementation of an erosion and sedimentation control plan for all construction activities. The plan must conform to the erosion and sedimentation requirements of the 2017 U.S. Environmental Protection Agency Construction General Permit or equivalent, whichever is more stringent. With implementation of erosion and spill control measures stipulated in a project-specific SWPPP, impacts related to project grading and construction would be **less than significant**.

Operations

The project site is currently paved; therefore, an increase in impervious surfaces would not occur as a result of the project. The number of parking spaces would be reduced by 40 spaces, from 150 to 110 spaces, which would reduce the potential for incidental releases of oil and grease from vehicles. However, incidental spills of oil and grease from vehicles in the parking lot could adversely impact surface water quality. As indicated in Table 1, Permits or Other Actions Required, stormwater runoff during project operations would be controlled in accordance with the SFPUC Stormwater Management Requirements and Design Guidelines (SMR), which outlines the mandatory requirements for managing post-construction stormwater runoff and provides guidance on how to incorporate green infrastructure into site design. In addition, the Stormwater Management Ordinance (Public Works Code, Article 4.2 Sections 147-147.6) requires compliance with the SMR. This ordinance applies to all new and redevelopment projects that create and/or replace 5,000 square feet or more of impervious surface in combined sewer areas, such as the project site. For areas with a combined sewer system, projects with existing impervious surfaces greater than 50%, such as the project site, must reduce post-construction runoff rate and volume by 25% relative to pre-development conditions for the 2-year, 24-hour design storm (SFPUC 2023).

In addition, DMV will seek to achieve LEED Silver, or better, during final design. LEED Rainwater Management requirements include retaining 70% to 90% of on-site runoff and managing the runoff through infiltration, evapotranspiration, or reuse using low impact development (LID)/green infrastructure practices. Such a system would be effective in minimizing pollutants in stormwater runoff, in accordance with LEED requirements.

As indicated in Section 3.7, Geology and Soils, the project site is underlain by Holocene age (past 11,700 years) Dune Sand deposits, with little to no fines content. Based on geotechnical borings drilled on-site, the sand layers encountered were described as very loose to loose for the upper 10 feet below ground surface (bgs) and mostly medium dense at 10 feet bgs. Bedrock was encountered at a depth of 22 to 43 feet bgs and described as sandstone and claystone. Groundwater was encountered at a depth of 22 feet bgs (Crawford & Associates 2022). Based on this information, stormwater infiltration would likely be feasible at the site. However, in the absence of on-site infiltration testing, as well as an absence of specific LID/green infrastructure design for the project, post-construction stormwater quality would potentially not be consistent with the SMR combined sewer area performance requirements. However, as discussed in Section 1.1, the project would conduct a stormwater infiltration analysis, construct Low Impact Design features, and implement stormwater BMPs. Therefore, stormwater quality impacts would be reduced to **less than significant**.

b) *Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?*

The project site is currently paved and would be paved following project construction, resulting in no changes with respect to potential groundwater recharge. As a result, the project would not substantially interfere with groundwater recharge such that the project may impede sustainable groundwater management of the basin.

Water supply service in the City of San Francisco is provided by the SFPUC, which has multiple sources of water, although the largest percentage comes from snowmelt in the Sierra Nevada that is collected in the Hetch Hetchy Reservoir and distributed through the regional water supply system. Additional water sources include rainfall collection in East Bay and Peninsula reservoirs, as well as the 45-square mile Westside Groundwater Basin, which is a series of aquifers extending from Golden Gate Park southward through San

Bruno. SFPUC began pumping groundwater from this basin in 2017. Pumping is anticipated to gradually increase in order to reach a goal of 4 million gallons a day of treated groundwater, to be blended with other regional water supplies (SFPUC 2022b).

Similar to the Downtown Groundwater Basin, which underlies the project site, the adjacent Westside Groundwater Basin is not critically overdrafted or subject to completion of a Groundwater Sustainability Plan, under the 2014 Sustainable Groundwater Management Act. This basin is a low to very low priority groundwater basin, with the option to develop a Groundwater Sustainability Plan (DWR 2020a, 202b).

As classified by the U.S. Drought Monitor, the San Francisco Peninsula experienced drought conditions during most of 2021, beginning the year “abnormally dry,” progressing to “extreme drought” conditions by late April, before improving slightly to “severe drought” conditions throughout the remainder of the calendar year. Precipitation at the San Francisco Downtown gauge was 9.01 inches during the water year 2021, which is substantially less than the average annual precipitation at this station of 22.87 inches. Groundwater pumping from the Westside Basin in 2021 was 30% greater than in 2020. This increased pumping was 95% of the annual average for the preceding 10 years. Groundwater levels in most North Westside Basin monitoring wells generally trended lower in 2021 compared to 2020. This drop in groundwater levels was likely due to a combination of factors, including the resumption of pumping by South Westside Basin partner agencies and the ongoing drought. However, groundwater levels in the South Westside Basin were higher in 2021 than in 2020, based on the timing of pumping from this part of the basin (SFPUC 2022c).

In cooperation with its Partner Agencies, including Daly City, San Bruno, and Cal Water, SFPUC is establishing a dry-year groundwater supply for its Regional Water System, through implementation of the Regional Groundwater Storage and Recovery (GSR) Project in the South Westside Basin. Partner agencies currently supply potable water to their retail customers through a combination of groundwater pumped from the South Westside Basin and surface water purchased from SFPUC. The GSR Project will provide supplemental SFPUC surface water to the Partner Agencies during normal and wet years. During these years, the Partner Agencies will reduce their groundwater pumping by a comparable amount, increasing the amount of groundwater retained in storage (referred to as ‘in-lieu recharge’) (SFPUC 2022c).

During a period of normal and wet years, the volume of groundwater in the South Westside Basin will increase due to natural recharge and reduced groundwater pumping by the Partner Agencies. During a period of dry or drought years, GSR project wells will pump the stored groundwater while Partner Agency wells will withdraw their agreed upon portion of the basin yield as needed to supplement other supplies. The 2002-2005 Pilot In-Lieu Recharge Demonstration Program evaluated the feasibility of GSR in the South Westside Basin and indicated that GSR could be a viable dry-year water supply project. As a result, the GSR Project was approved in 2014, began construction in spring 2015, and has completed initial startup, testing, and commissioning, with completion anticipated in 2026 (SFPUC 2022c).

As previously discussed, DMV will seek to achieve LEED Silver, or better, during final design. LEED Outdoor Water Use Reduction requirements include no irrigation or reduced irrigation by at least 50% from the calculated baseline for the site’s peak watering month. Reductions must first be achieved through plant species selection and irrigation system efficiency. Additional reductions beyond 30% may be achieved using any combination of efficiency, alternative water sources, and smart scheduling technologies. Similarly, LEED Indoor Water Use Reduction requirements include reducing water consumption by 20% from the baseline, by installing low-flow toilets, urinals, private lavatory faucets, and showerheads.

Based on 1) surface water being the primary water source for the SFPUC, 2) the low to very low priority of the Westside Groundwater Basin with respect to basin overdraft, 3) groundwater management through the GSR Project, and 4) LEED Silver water conservation features in the project design, the project would not substantially decrease groundwater supplies such that the project may impede sustainable groundwater management of the basin. Impacts would be **less than significant** and no mitigation is required.

c) ***Would the project 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 which would:***

i) ***Result in substantial erosion or siltation on- or off-site?***

Although minor drainage changes would be made within the project site as a result of the proposed project design, the overall drainage pattern would be similar to existing conditions. The project site is currently paved and would continue to be paved following project construction, resulting in no additional impervious surfaces. In addition, DMV will seek to achieve LEED Silver, or better, during final design. LEED Rainwater Management requirements include retaining 70% to 90% of on-site runoff and managing the runoff through infiltration, evapotranspiration, or reuse using LID/green infrastructure practices. Such a system would be effective in reducing post-construction stormwater runoff rates, in accordance with LEED requirements, such that downstream flooding and erosion would not occur. Impacts would be **less than significant** and no mitigation is required.

ii) ***Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?***

As described for Threshold c-i, the overall drainage pattern would be similar to existing conditions and no additional impervious surfaces would be created. In addition, LEED Rainwater Management requirements include retaining 70% to 90% of on-site runoff and managing the runoff through infiltration, evapotranspiration, or reuse using LID/green infrastructure practices. Such a system would be effective in reducing post-construction stormwater runoff rates, in accordance with LEED requirements, such that flooding on- or off-site would not occur. Impacts would be **less than significant** and no mitigation is required.

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?***

As described for Threshold c-i, the overall drainage pattern would be similar to existing conditions and no additional impervious surfaces would be created. In addition, LEED Rainwater Management requirements include retaining 70% to 90% of on-site runoff and managing the runoff through infiltration, evapotranspiration, or reuse using LID/green infrastructure practices. Such a system would be effective in reducing post-construction stormwater runoff rates, in accordance with LEED requirements, such that runoff water would not exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. Impacts would be **less than significant** and no mitigation is required.

iv) Impede or redirect flood flows?

The project site is not in a tsunami inundation zone, potential inundation area due to reservoir failure, Special Flood Hazard Area, as designated by the Federal Emergency Management Agency, or 100-Year Storm Flood Risk Zone, as designated by the SFPUC. As a result, project construction and operation would not impede or redirect flood flows. **No impacts** would occur.

d) In flood hazard, tsunami, or seiche zones, would the project risk release of pollutants due to project inundation?

As described for Threshold c-iv, the project site is not in a tsunami inundation zone, potential inundation area due to reservoir failure, Special Flood Hazard Area, as designated by the Federal Emergency Management Agency, or 100-Year Storm Flood Risk Zone, as designated by the SFPUC. In addition, the project site is not located adjacent to a body of water that could be susceptible to a seiche during strong seismically induced ground shaking. As a result, project construction and operation would not risk release of pollutants due to inundation. **No impacts** would occur.

e) Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

As described for Threshold b, the Westside Groundwater Basin is not critically overdrafted or subject to completion of a Groundwater Sustainability Plan, under the 2014 Sustainable Groundwater Management Act. This basin is a low to very low priority groundwater basin, with the option to develop a Groundwater Sustainability Plan. As a result, the project would not conflict with or obstruct implementation of sustainable groundwater management plan. Furthermore, as described for Threshold a) and in Section 1.1, the project would conduct a stormwater infiltration analysis, construct Low Impact Design features, and implement stormwater BMPs. As a result, operational-related water quality impacts would not conflict with or obstruct implementation of the San Francisco RWQCB Basin Plan. For these reasons, stormwater quality impacts would be **less than significant**.

Mitigation Measures

No mitigation measures are required.

3.11 Land Use and Planning

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XI. LAND USE AND PLANNING – Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a significant 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 type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Setting

The project site currently includes the existing DMV field office and associated parking lot. The project site is located in an area of existing urban development, and parcels surrounding the project site include densely developed residential and commercial uses to the north, south, and west, and the Panhandle to the east, which is the easternmost area of Golden Gate Park.

Pursuant to Section 209.2 of the City of San Francisco Planning Code, the project site is designated within a Residential-Mixed, Moderate Density (RM-2) zoning district. Properties to the north and south are zoned within a variety of low, medium, and high-density residential zoning districts; properties to the east are zoned within the Divisadero Street Neighborhood Commercial Transit District (NCT); and the Panhandle property to the west is designated under a Public (P) zoning district.

Impact Analysis

a) *Would the project physically divide an established community?*

No Impact. The existing project site overlaps two urban neighborhoods within central San Francisco: the NOPA and Haight Ashbury neighborhoods. Division of an established community can occur when projects consist of a railroad, freeway, airport, stadium, or similar physical divide. Replacement of the existing DMV field office building and other project components would not pose a risk of dividing an established community. The project site would not change in use and the proposed project would not include any components that would interfere with existing communities. The existing perimeter fence would remain and the gates that allow ingress/egress into the DMV parking lot would be open to the public during normal business hours (8:00 a.m. to 5:00 p.m., typically Monday through Friday). Therefore, as the project or a component of the project would not substantially divide the community, there would be **no impact**.

b) *Would the project cause a significant 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?*

As proposed, the project would be responsive to a number of state plans and policies. For example, the new field office would be designed to achieve LEED Silver certification and the project also includes solar panels to achieve zero net energy consumption. In addition, the new field office has been designed and would be constructed in accordance with applicable state codes, including the 2022 California Building Code, Plumbing Code, Mechanical Code, Fire Code, Electrical Code, Energy Code, and CalGREEN. The project would also comply with the Occupational Safety and Health Administration (OSHA) Occupational Safety and Health Standards and OSHA Safety and Health Regulations for Construction. Further, project grading plans would be developed by a qualified engineer certified by the State of California and implemented during construction, and construction Best Management Practices would ensure compliance with all requirements of NPDES permits (refer to Section 3.10, Hydrology and Water Quality). Architectural and landscape plans would be developed by qualified (and registered) architects and landscape architects who have been certified by the State of California.

Development activities on state-owned land are exempt from local laws, regulations, and policies that may be in place to avoid or mitigate environmental effects. However, for information and disclosure purposes and to provide a sense of how the project fits within the existing community, the project has been analyzed in the context of City planning documents and guidelines.

City of San Francisco General Plan

Recreation and Open Space Element

The overall purpose of the Recreation and Open Space Element is to support the City's recreational opportunities and guide future decisions for maintenance and improvement of these opportunities. The Recreation and Open Space Element contains the following policies that are relevant to the development of the project site (CCSF 2014):

Objective 1: Ensure a well-maintained, highly utilized, and integrated open space system.

Policy 1.3: Preserve existing open space by restricting its conversion to other uses and limiting encroachment from other uses, assuring no loss of quantity or quality of open space.

Policy 1.6: Support the continued improvement of Golden Gate Park while preserving the beauty of its landscape.

Environmental Protection Element

The Environmental Protection Element of the City's General Plan addresses the impact of urbanization on the natural environment. The Environmental Protection Element contains the following policies that are relevant to the development of the project (CCSF 2004):

Objective 1: Achieve a proper balance among the conservation, utilization, and development of San Francisco's natural resources.

Policy 1.4: Assure that all new development meets strict environmental quality standards and recognizes human needs.

Objective 4: Assure that the ambient air of San Francisco and the bay region is clean, provides maximum visibility, and meets air quality standards.

Policy 4.1: Support and comply with objectives, policies, and air quality standards of the Bay Area Air Quality Management District.

Objective 7: Assure that the land resources in San Francisco are used in ways that both respect and preserve the natural values of the land and serve the best interests of all the City's citizens.

Policy 7.2: Protect land from changes that would make it unsafe or unsightly.

Objective 12: Establish the City and County of San Francisco as a model for energy management.

Policy 12.1: Incorporate energy management practices into building, facility, and fleet maintenance and operations.

Policy 12.3: Investigate and implement techniques to reduce municipal energy requirements.

Community Safety Element

The Community Safety Element of the City's General Plan is intended to facilitate community resilience and reduce damages resulting from disaster situations. The Community Safety Element contains the following policies that are relevant to the development of the project (CCSF 2012):

Objective 1: Reduce structural and non-structural hazards to life safety and minimize property damage resulting from future disasters.

- Policy 1.3: Assure that new construction meets current structural and life safety standards.
- Policy 1.8: Direct City actions to reduce its contributions towards climate change, and mitigate future releases of greenhouse gasses.
- Policy 1.10: Examine the risk of flooding due to climate change-related effects, such as storm surges, changes in precipitation patterns, and sea level rise as well as adaptation actions that will reduce population, built environment, and ecosystem vulnerability due to these threats.
- Policy 1.11: Continue to promote green stormwater management techniques.
- Policy 1.15: Abate structural and non-structural hazards in City-owned structures.
- Policy 1.16: Preserve, consistent with life safety considerations, the architectural character of buildings and structures important to the unique visual image of San Francisco, and increase the likelihood that architecturally and historically valuable structures will survive future earthquakes.
- Policy 1.23: Enforce state and local codes that regulate the use, storage and transportation of hazardous materials in order to prevent, contain and effectively respond to accidental releases.

Urban Design Element

The Urban Design Element of the City's General Plan is intended to recognize the positive attributes of the City and to enhance and conserve those attributes. The Urban Design Element contains the following policies that are relevant to the development of the project (CCSF 2017):

Objective 1: Emphasis of the characteristic pattern which gives to the City and its neighborhoods an image, a sense of purpose, and a means of orientation.

- Policy 1.1: Recognize and protect major views in the city, with particular attention to those of open space and water.
- Policy 1.3: Recognize that buildings, when seen together, produce a total effect that characterizes the city and its districts.

Objective 2: Conservation of resources which provide a sense of nature, continuity with the past, and freedom from overcrowding.

Policy 2.4: Preserve notable landmarks and areas of historic, architectural or aesthetic value, and promote the preservation of other buildings and features that provide continuity with past development.

Policy 2.7: Recognize and protect outstanding and unique areas that contribute in an extraordinary degree to San Francisco's visual form and character.

Objective 3: Moderation of major new development to complement the City pattern, the resources to be conserved, and the neighborhood environment.

Policy 3.1: Promote harmony in the visual relationships and transitions between new and older buildings.

Policy 3.2: Avoid extreme contrasts in color, shape and other characteristics which will cause new buildings to stand out in excess of their public importance.

Policy 3.4: Promote building forms that will respect and improve the integrity of open spaces and other public areas.

Policy 3.5: Relate the height of buildings to important attributes of the city pattern and to the height and character of existing development.

Policy 3.6: Relate the bulk of buildings to the prevailing scale of development to avoid an overwhelming or dominating appearance in new construction.

Objective 4: Improvement of the neighborhood environment to increase personal safety, comfort, pride and opportunity.

Policy 4.3: Provide adequate lighting in public areas.

Policy 4.4: Design walkways and parking facilities to minimize danger to pedestrians.

Policy 4.5: Provide adequate maintenance for public areas.

Policy 4.6: Emphasize the importance of local centers providing commercial and government services.

Policy 4.12: Install, promote and maintain landscaping in public and private areas.

Air Quality Element

The Air Quality Element of the City's General Plan is intended to protect air quality within the City. The Air Quality Element contains the following policies that are relevant to the development of the project (CCSF 2022a):

Objective 5: Minimize particulate matter emissions from road and construction sites.

Policy 5.1: Continue policies to minimize particulate matter emissions during road and building construction and demolition.

Policy 5.2: Encourage the use of building and other construction materials and methods which generate minimum amounts of particulate matter during construction as well as demolition.

Objective 6: Link the positive effects of energy conservation and waste management to emission reductions.

Policy 6.1: Encourage emission reduction through energy conservation to improve air quality.

City of San Francisco Municipal Code

Section 209.2 of the City’s Municipal Code specifies that RM (Residential, Mixed) Districts are intended to recognize, protect, conserve and enhance areas characterized by a mixture of houses and apartment buildings, covering a range of densities and building forms. However, RM Districts also allow for supporting nonresidential uses, including public facilities.

Summary

As proposed, the project would not adversely affect General Plan policies. The new field office would continue the existing use of the project site and would continue to provide necessary government services to San Francisco residents. The proposed project intends to construct a modern context-sensitive, energy efficient field office facility compliant with all existing regulations. Therefore, the proposed project would not conflict with the General Plan.

As discussed, the state (and DMV specifically) is not subject to local land use regulations under the doctrine of sovereign immunity. As such, the City does not have jurisdiction over development on the project site, and local General Plan and zoning designations applied to the site in local plans are not applicable. Nevertheless, the proposed project as designed would be consistent with local land use regulations including the zoning code. **No impact** would occur.

Mitigation Measures

No mitigation measures are required.

3.12 Mineral Resources

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XII. MINERAL RESOURCES – Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Setting

The project site is located in the central portion of the Coast Ranges Geomorphic Province and is underlain by Sirdrak complex soils (USDA 2022). The California Department of Conservation provides maps that classify lands according to the significance of mineral resource deposits within the area. The Department of Conservation designates the project site within Mineral Resources Zone (MRZ)-3 (DOC 1996). MRZ-3 describes areas containing known and/or inferred occurrences of mineral resources with undetermined quality, quantity, or significance.

Impact Analysis

a) **Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?**

The project site is currently developed with the existing DMV field office and does not serve as a mineral resource recovery site. As previously described, the project site is located within MRZ-3, an area containing known and/or inferred occurrences of mineral resources with unknown quality, quantity, or significance. According to the Environmental Protection Element of San Francisco’s General Plan, mineral resources are not found within City/County to any appreciable extent (CCSF 2004). As the project site does not contain known mineral resources and is not used as a mineral resource recovery site, the proposed project would not impede extraction or result in the loss of availability of a known mineral resource. **No impact** would occur.

b) **Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?**

See impact discussion (a). **No impact** would occur regarding the loss of availability of a locally important mineral resource recovery site.

Mitigation Measures

No mitigation measures are required.

3.13 Noise

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XIII. 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"/>
b) Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
c) For a project located within the vicinity of a private airstrip or 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 expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Environmental Setting

Fundamentals of Noise

Vibrations, traveling as waves through air from a source, exert a force perceived by the human ear as sound. Sound pressure level (referred to as sound level) is measured on a logarithmic scale in decibels (dB) that represent the fluctuation of air pressure above and below atmospheric pressure. Frequency, or pitch, is a physical characteristic of sound and is expressed in units of cycles per second or hertz. The normal frequency range of hearing for most people extends from approximately 20 to 20,000 hertz. The human ear is more sensitive to middle and high frequencies, especially when the noise levels are quieter. As noise levels get louder, the human ear starts to hear the frequency spectrum more evenly. To accommodate for this phenomenon, a weighting system to evaluate how loud a noise level is to a human was developed. The frequency weighting called “A” weighting is typically used for quieter noise levels which de-emphasizes the low frequency components of the sound in a manner similar to the response of a human ear. This A-weighted sound level is called the “noise level” and is referenced in units of dBA. Hourly average noise levels are usually expressed as dBA L_{eq} or the equivalent noise level over that period of time. Therefore, all absolute sound levels discussed in this section are A-weighted. Table 11 provides examples of common noise levels in the indoor and outdoor environment, expressed using the dBA scale.

A doubling of sound energy (e.g., doubling the volume of traffic on a road) results in a 3-dB increase in sound. It is generally accepted that the average healthy ear can barely perceive a noise level change of 3 dB (Caltrans 2020a) in an outdoor environment. A change of 5 dB is usually readily perceptible, and a change of 10 dB is perceived as twice or half as loud. A doubling of sound energy results in a 3-dB increase in sound, which means that a doubling of sound energy (e.g., doubling the average daily number of traffic trips on a road) would result in a barely perceptible change in sound level.

Table 11. Typical Noise Levels Associated With Common Activities

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
	110	Rock Band
Jet Flyover at 1,000 feet	105	
Gas Lawn Mower at three feet	95	
Diesel Truck at 50 feet, 50 mph	85	Food Blender at 3 feet
	80	Garbage Disposal at 3 feet

Table 11. Typical Noise Levels Associated With Common Activities

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
Noisy Urban Area, Daytime	75	
	70	Vacuum Cleaner at 10 feet
Commercial Area	65	Normal speech at 3 feet
Heavy Traffic at 300 feet	60	
	55	Large Business Office
Quiet Urban Daytime	50	Dishwasher (in next room)
Quiet Urban Nighttime	40	Theater, Large Conference Room (background)
Quiet Suburban Nighttime	35	
	30	Library
Quiet Rural Nighttime	25	Bedroom at Night, Concert Hall (background)
	15	Broadcast/Recording Studio
Lowest Threshold of Human Hearing (Healthy)	0	Lowest Threshold of Human Hearing (Healthy)

Source: Caltrans 2020a.

Notes: dBA = A-weighted decibel; mph = miles per hour.

Ambient environmental noise levels can be characterized by several different descriptors. Energy equivalent level (L_{eq}) describes the average or mean noise level over a specified period of time. L_{eq} provides a useful measure of the impact of fluctuating noise levels on sensitive receptors and is the most common noise metric. Other descriptors of longer-term noise incorporate a weighting system that accounts for a human’s susceptibility to noise irritations at night. Community Noise Equivalent Level (CNEL) is a measure of cumulative noise exposure over a 24-hour period, with a 5 dB penalty added to the hourly L_{eq} of evening hours (7:00 p.m. to 10:00 p.m.) and a 10 dB penalty added to the hourly L_{eq} of night hours (10:00 p.m. to 7:00 a.m.). Since CNEL is a 24-hour average noise level, an area could have sporadic loud noise levels above 65 dBA, which average lower over the 24-hour period. The day-night level is a similar metric addressing long-term noise over a 24-hour period with the same 10-dB penalty during nighttime, but without the penalty during the evening hours.

The sound produced by mechanical equipment is sometimes reported as sound power. The sound power level (L_w) of a noise source is the rate at which sound energy is emitted from the source per unit time. Sound power levels are independent of the environment or distance from a source unlike the sound pressure level, which is reduced as distance from the source increases. Similar to the light-intensity produced by a light bulb, sound power is the rate at which sound energy is emitted.

Exterior Noise Distance Attenuation

Noise sources are classified in two forms: (1) point sources, such as stationary equipment or a group of construction vehicles and equipment working within a spatially limited area at a given time, and (2) line sources, such as a roadway with a large number of pass-by sources (motor vehicles). Sound generated by a point source typically diminishes (attenuates) at a rate of 6.0 dBA for each doubling of distance from the source to the receptor at acoustically “hard” sites and at a rate of 7.5 dBA for each doubling of distance from source to receptor at acoustically “soft” sites. Sound generated by a line source (i.e., a roadway) typically attenuates at a rate of 3 dBA and 4.5 dBA per doubling distance, for hard and soft sites, respectively. Sound levels can also be attenuated by man-made or natural barriers. For the purpose of sound attenuation discussion, a “hard” or reflective site does not

provide any excess ground-effect attenuation and is characteristic of asphalt or concrete ground surfaces, as well as very hard-packed soils. An acoustically “soft” or absorptive site is characteristic of unpaved loose soil or vegetated ground.

Vibration Fundamentals

Vibration is oscillatory movement of mass (typically a solid) over time. It is described in terms of frequency and amplitude and, unlike sound, can be expressed as displacement, velocity, or acceleration. For environmental studies, vibration is often studied as a velocity that, akin to the discussion of sound pressure levels, can also be expressed in dB as a way to cast a large range of quantities into a more convenient scale and with respect to a reference quantity. Vibration impacts to buildings are generally discussed in terms of inches per second (ips) peak particle velocity (PPV), which will be used herein to discuss vibration levels for ease of reading and comparison with relevant standards. Vibration can also be annoying and thereby impact occupants of structures, and vibration of sufficient amplitude can disrupt sensitive equipment and processes (Caltrans 2020b), such as those involving the use of electron microscopes and lithography equipment. Common sources of vibration within communities include construction activities and railroads. Groundborne vibration generated by construction projects is usually highest during pile driving, rock blasting, soil compacting, jack hammering, and demolition-related activities where sudden releases of subterranean energy or powerful impacts of tools on hard materials occur. Depending on their distances to a sensitive receptor, operation of large bulldozers, graders, loaded dump trucks, or other heavy construction equipment and vehicles on a construction site also have the potential to cause high vibration amplitudes.

Health Effects of Noise

Excessively noisy conditions can affect an individual’s quality of life, health, and well-being. The effects of noise can be organized into six broad categories: sleep disturbance, permanent hearing loss, human performance and behavior, social interaction or communication, extra-auditory health effects, and general annoyance. An individual’s reaction to noise and its level of disturbance depends on many factors such as the source of the noise, its loudness relative to the background noise level, time of day, whether the noise is temporary or permanent, and subjective sensitivity.

Local Noise Regulations

Local plans and policies can often serve as a good reference to provide a sense of the planning setting in the project area. For this reason, this section references several City of San Francisco (City) documents.

San Francisco General Plan

Noise Standards

The Environmental Protection Element of the San Francisco General Plan contains Land Use Compatibility Chart for Community Noise (CCSF 2004). These guidelines, which are similar to state guidelines promulgated by the Governor’s Office of Planning and Research, indicate maximum acceptable noise levels for various newly developed land uses, as presented in Table 11. The maximum “satisfactory” noise level is 60 dBA (L_{dn}) for residential and hotel uses, 65 dBA (L_{dn}) for school classrooms, libraries, churches and hospitals, 70 dBA (L_{dn}) for playgrounds, parks, office buildings, retail commercial uses and noise-sensitive manufacturing/communications uses, and 77 dBA for other commercial uses such as wholesale, some retail, industrial/manufacturing, transportation, communications, and utilities. If these uses are proposed to be located in areas with noise levels that exceed these guidelines, a detailed analysis of noise reduction requirements would be necessary prior to final review and approval.

Vibration Standards

The City does not have quantitative construction vibration criteria. Therefore, the Caltrans vibration criteria discussed above are applied as the significance threshold in this document.

San Francisco Noise Ordinance

In the city, regulation of noise is addressed in Article 29 of the *Police Code* (the Noise Ordinance), which states the City and County of San Francisco (City) policy is to prohibit unnecessary, excessive, and offensive noises from all sources subject to police power. Sections 2907 and 2908 of Article 29 regulate construction equipment and construction work at night, while Section 2909 provides for limits on stationary-source noise from machinery and equipment. Sections 2907 and 2908 are enforced by the Department of Building Inspection, and Section 2909 is enforced by the Department of Public Health. Summaries of these and other relevant sections are presented below.

Section 2907(a) of the *Police Code* limits noise from construction equipment to 80 dBA when measured at a distance of 100 feet from such equipment, or an equivalent sound level at some other convenient distance. Exemptions to this requirement, pursuant to Section 2907(b), include impact tools with approved mufflers, pavement breakers and jackhammers with approved acoustic shields, and construction equipment used in connection with emergency work. Section 2908 prohibits nighttime construction (between 8:00 p.m. and 7:00 a.m.) that generates noise exceeding the ambient noise level by five dBA at the nearest property line unless a special permit has been issued by the City.

Section 2909 generally prohibits fixed mechanical equipment noise and music in excess of five dBA more than ambient noise from residential sources, eight dBA more than ambient noise from commercial sources, and 10 dBA more than ambient on public property at a distance of 25 feet. Section 2909(d) establishes maximum noise levels for fixed noise sources (e.g., mechanical equipment) of 55 dBA (7:00 a.m. to 10:00 p.m.) and 45 dBA (10:00 p.m. to 7:00 a.m.) inside any sleeping or living room in any dwelling unit located on residential property to prevent sleep disturbance. The *Police Code* does not establish vibration standards or otherwise address vibration.

Existing Noise Levels

Ambient Noise Survey

Noise measurements were conducted around the project site on August 11, 2022, to characterize the local noise environment. The sound level measurement program consisted of four short-term (ST) measurements up to 15 minutes in length. The measurements were conducted with a Piccolo sound level meter (a Type 2 general purpose sound level meter which is acceptable for environmental noise) placed on a tripod with the microphone positioned approximately 5 feet above the ground. Manual counts of the vehicle traffic on adjacent roadways were collected for all four of the measurement locations during the noise measurements; Figure 1 in Appendix E depicts the measurement locations. Table 12 presents the results of the short-term noise measurements. The existing measured noise levels ranged from 63 to 68 dBA L_{eq} .

Table 12. Measured Average Traffic Sound Level and Manual Traffic Count Results

Site	Traffic Noise Source	Date	Time	L _{eq} ¹	Cars	MT ²	HT ³	MC ⁴	Buses
ST1	Broderick	8/11/2022	10:15 – 10:30 AM	64 dBA	70	2	0	0	1
ST2	Fell		10:34 – 10:44 AM	68 dBA	161	6	2	3	2
ST3	Baker		Noon – 12:15 PM	63 dBA	58	1	0	0	0
ST4	Oak		12:17 – 12:27 PM	68 dBA	235	3	3	4	1

Notes:

- ¹ Equivalent Continuous Sound Level
- ² Medium Trucks
- ³ Heavy Trucks
- ⁴ Motorcycle

General Notes: Temperature 74 degrees, sunny/clear, 4 mph westerly wind.

The short-term measurement results varied depending on the nearby traffic. Traffic on the area roadways plays an important part in the ambient noise levels in the project vicinity. The highest measured noise level was 68 dBA L_{eq} at both ST2 (Fell Street) and ST4 (Oak Street). ST3, located west of the project site along Baker Street, had the lowest measured sound level at 63 dB L_{eq}. Appendix E includes field data sheets and sound level meter logs.

Traffic Noise Modeling

To evaluate existing noise levels from traffic on a CNEL basis, Dudek used an Excel-based spreadsheet employing acoustical calculations adapted from the Federal Highway Administration (FHWA) Traffic Noise Model (Version 2.5). To calibrate the noise model, the same number of total vehicles and vehicle composition ratios counted during the noise measurements were used, along with the observed vehicle speed (which may differ from the posted speed limit for the roadway). Using vehicle counts and observed speeds, the modeled noise values were within 1 dB of the measured noise levels, which confirms the accuracy of the inputs used in the noise model. The highest recorded average daily trip counts from the San Francisco Municipal Transportation Agency (SFMTA) in the period from 1993 to 2018 were then used in the calibrated model worksheets as the “existing” traffic volume for each adjacent street segment (SFMTA Traffic Count Data 1993-2015; SFMTA Corridor Counts 2014-2018).

The short-term ambient noise measurement locations were selected not only for calibration of the traffic noise model, but also to be representative of the noise-sensitive receivers in the vicinity of the Project (i.e., residences on the opposite side of adjacent streets). The traffic model was therefore used to quantify existing CNEL exposure for each of the short-term measurement locations. In the model, the receiver locations were placed approximately 5 feet above the ground level to model the average ear height of receivers.

Table 13 shows the resulting modeled sound levels for the receiver locations based upon traffic data representing “existing” traffic volumes (highest recorded SFMTA ADT counts in the period 1993-2018 for each segment). Attachment 2 includes the traffic noise model worksheets.

Table 13. Existing Traffic Noise Modeling Results (dBA CNEL)

Receiver ID	Receiver Street Frontage	Modeled Existing CNEL from Traffic (dBA)
ST1	Broderick Street	64
ST2	Fell Street	72
ST3	Baker Avenue	66
ST4	Oak Street	71

Notes: dBA = A-weighted decibel; CNEL = Community Noise Equivalent Level

Impact Analysis

- a) *Would the project result in 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?*

The proposed project would generate short-term noise during construction, and long-term noise during operation. Similar to current conditions, operational noise from the proposed project would be generated by new mechanical equipment (including heating, ventilation, and air conditioning [HVAC] units and exterior public address system with amplified sound speakers) and parking lot activities. The project would not result in an increase in the number of trips associated, currently or anticipated in future years, with the existing DMV facility; therefore, the project would not increase traffic noise levels on adjacent roads.

Construction Noise

Construction of the proposed project would generate noise that could expose nearby receptors to elevated noise levels that may disrupt communication and routine activities. The magnitude of the impact would depend on the type of construction activity, equipment, duration of the construction, distance between the noise source and receiver, and intervening structures. Equipment that would be in operation during construction would include rubber-tired dozers, backhoes, excavators, and compressors. None of the equipment would produce high levels of impact-type noise (as would be generated by pile driving, for example). Typically, construction equipment operates in alternating cycles of full power and low power, producing average noise levels less than the maximum noise level. The typical noise levels for various pieces of construction equipment at a distance of 50 feet are presented in Table 14. For example, the measured maximum sound level from a backhoe is 78 dBA at a distance of 50 feet.

Table 14. Construction Equipment Noise Levels

Equipment Description	Acoustical Use Factor (%)	Measured L _{max} at 50 feet (dBA)
Backhoe	40	78
Compactor (ground)	20	83
Compressor (air)	40	78
Crane	16	81
Dozer	40	82
Dump Truck	40	76
Excavator	40	81
Flat Bed Truck	40	74

Table 14. Construction Equipment Noise Levels

Equipment Description	Acoustical Use Factor (%)	Measured L _{max} at 50 feet (dBA)
Front End Loader	40	79
Generator	50	81
Grader (spec)	40	85
Man Lift	20	75
Paver	50	77
Pickup Truck	40	75
Roller	20	80
Tractor (spec)	40	84
Warning Horn	5	83
Welder / Torch	40	74

Source: FHWA 2006.

Notes: L_{max} = maximum sound level recorded during the measurement interval; dBA = A-weighted decibel.

Given attenuation of approximately 6 dBA from a point source for each doubling of distance, the sound level for equipment listed in Table 14 would in each case be less than 80 dBA L_{max} at 100 feet. Equipment used for the project construction would therefore be anticipated to comply with Section 2907(a) of the *Police Code*.

The California Air Resources Board (CARB) California Emissions Estimator Model (CalEEMod) automatically identifies the construction equipment which would be necessary to construct a particular development, based upon land use, structure size, and area of the development lot or parcel. CalEEMod was used to create the default construction equipment list for the project, which is illustrated in Table 15.

Table 15. Construction Phase, Duration, and Equipment Estimates

Construction Phase	Equipment Type	Quantity
Demolition	Backhoe	3
	Concrete Saw	1
	Dozer	1
Site Preparation	Dozer	1
	Scraper	1
	Loader	1
Grading	Backhoe	1
	Loader	2
	Grader	1
	Dozer	1
Building Construction	Cranes	1
	Forklifts	2
	Generator Sets	1
	Backhoes	1
	Welders	3
Paving	Concrete Mixer Truck	1
	Pavers	1
	Paving Equipment	1
	Rollers	2
	Backhoes	1
Architectural Coating	Air Compressors	1

A Microsoft Excel based spreadsheet was used employing equations from the Federal Highway Administration’s Roadway Construction Noise Model (RCNM) (FHWA 2006) to estimate construction noise levels at the nearest noise-sensitive land uses. Although the model was developed by the FHWA, RCNM is often used for non-roadway projects, because the same types of construction equipment used for roadway projects are also used for other project types. Input variables for RCNM consist of the receiver/land use types, the equipment type and number of each (e.g., two graders, a loader, a tractor), the duty cycle for each piece of equipment (e.g., percentage of time the equipment is in operation versus idle, over the workday), and the distances between the construction activity and the noise-sensitive receivers. No topographical or structural shielding was assumed in the construction noise modeling. RCNM has default duty-cycle values for the various pieces of equipment, which were derived from an extensive study of typical construction activity patterns. Those default duty-cycle values were used for this noise analysis.

Using the RCNM-based worksheet and construction information (types and number of construction equipment by phase), the anticipated noise levels from construction were calculated for a representative range of distances, as presented in Table 16. Assuming the existing entry gate and drive connecting with Broderick Street are preserved with a possible resurfacing of the drive, construction activity for the project would be no closer than 25 feet from the immediately adjacent apartment building in the northeast corner of the block; the furthest distance from this apartment building to construction activity would be approximately 375 feet. For construction noise, a concept called the “acoustic center” is useful in describing average noise levels across the entire construction period for adjacent receivers. The acoustic center is the idealized point from which the energy sum of all construction activity noise near and far would originate, and it is derived by taking the square root of the product of the shortest distance multiplied by the furthest distance. For this project construction, and using the apartment building as the closest receptor, the acoustic center is calculated to be 97 feet from the closest receiver. Thus, the distance to the nearest construction activities would be approximately 25 feet, but the typical or average construction sound exposure at these residences from distribution of construction activity across the site would be represented by modelling construction activities to be located at the acoustic center, approximately 97 feet away from the closest noise-sensitive receivers. Multi-family residences are located on the opposite side of Oak Street, Broderick Street, and Fell Street, not closer than 75 feet from the construction zone boundary.

The RCNM inputs and outputs for this construction noise analysis are provided in Appendix E.

Table 16. Construction Noise Model Results Summary

Construction Phase	Leq (dBA)		
	Nearest Receivers 25 feet	Acoustic Center for Nearest Receivers 97 feet	Next Closest Receivers 75 feet
Demolition	91	80	82
Site Preparation	90	78	81
Grading	90	79	81
Building Construction	90	78	80
Paving	87	76	78
Architectural Coating	80	68	70

Notes: Leq = equivalent continuous sound level; dBA = A-weighted decibels.

As presented in Table 16, the highest noise levels (91 dBA) are predicted to occur during the demolition phase for the nearest (worst-case) noise-sensitive land use. At the acoustic center distance, the highest noise levels are expected during the same construction phase, when noise levels would be approximately 80 dBA L_{eq} . For the multi-family residences on the opposite side of Fell, Broderick, and Oak, the demolition phase would again have the highest average noise level, reaching approximately 82 dBA L_{eq} at such residences.

With reference to Table 13, temporary construction noise levels at the closest receivers could reach up to approximately 20 dBA L_{eq} above ambient noise levels, making them clearly distinguishable from ambient noise levels, and likely resulting in annoyance.

While construction noise would be audible, and at times could cause annoyance, interior noise levels during construction would not be anticipated to exceed 65 dBA L_{eq} (given attenuation from residential construction of 25 dBA with windows closed), and thus construction noise should not interfere with normal conversation or routine daytime residential activities. Outdoor living areas for the closest residences are also located behind the homes, with shielding from the homes reducing construction noise levels in rear yards to approximately 65-70 dBA L_{eq} , which would not substantially interfere with the enjoyment of these areas during daytime activities in those outdoor living areas. The City of San Francisco noise ordinance does not contain restrictions for composite construction noise levels during the daytime. Therefore, temporary elevation of noise levels during construction would not result in non-compliance with ordinances or regulations.

The one aspect of potential construction that could be considered to result in a significant temporary noise impact would be construction that occurs in the evening and overnight periods (8 p.m. to 7 a.m.). Construction noise levels in the interior of the closest homes up to 65 dBA L_{eq} occurring in the evening period could interfere with relaxation, while construction noise occurring between 10 p.m. and 7 a.m. could disrupt sleep. Consequently, night-time construction could result in a potentially significant noise impact. However, as described in Section 1.1, project construction would only occur between the hours of 7 a.m. and 4:30 p.m. and contractual agreements between DGS and the construction contractor would ensure project construction activities only occur during those hours. Therefore, no project construction activities would occur past 4:30 p.m. or during the evening/overnight period and the project's potential noise impact related to such relaxation interference and/or sleep disruption would be **less than significant**.

Operational Noise

Mechanical System/Heating, Ventilation, and Air Conditioning Noise

Rooftop HVAC mechanical equipment noise was modelled as a set of point sources located on the rooftop of the proposed new structure, with a roof plane 36 feet above the ground. The input sound power data was based on the mechanical equipment typically used at DMV field offices (DMV Normal Street Field Office, San Diego). The equipment used for sound level reference is the York Series ZE-060 package HVAC unit, 5-ton capacity. The York ZE-060 has a sound power level of 82 dBA L_w . Other pieces of mechanical equipment expected for the project are expected to have lower sound power levels. With a building floor area of approximately 24,000 square feet, it was assumed that four 5-ton HVAC units would be required. The sound level for four units would be 80 dBA L_{eq} at 1 meter (3.28 feet). With a setback for fire access lane of 20 feet width on the north and south side of the building, the distance from a grouped set of HVAC equipment to residences to the north or south would be not less than 125 feet. Distances from mechanical equipment to the existing apartments adjacent to the northeast corner of the DMV property is anticipated

to be a minimum of 125 feet as well, with the distance to residences along the east side of Broderick Street no less than 250 feet. At a minimum separation distance of 125 feet, the sound pressure level of the heating, ventilation, and air conditioning unit would be reduced to 48 dBA L_{eq} . This expected mechanical equipment noise level would be below the daytime ambient noise level of 68 dBA L_{eq} at the residences along Fell and Oak streets and would not increase the ambient noise levels. At 250 feet, the HVAC noise would be attenuated to 42 dBA L_{eq} which is less than the daytime ambient level of 64 dBA L_{eq} at these residences along the east side of Broderick Street. Furthermore, the DMV office would not operate in the overnight period from 10 p.m. to 7 a.m., and therefore, impacts from mechanical equipment noise is **less than significant**.

Public Address System Noise

An outdoor public address (PA) system would be installed at the facility to notify customers waiting in the parking lot areas of appointments. Speakers would be installed on the exterior of the new DMV field office building, and the PA system would announce appointments on a regular basis during normal hours of operation. The intent of the PA system is to offer outdoor waiting areas for customers who are waiting for appointments and to avoid queueing of vehicles under the carport.

In order to characterize the noise level associated with exterior speaker operation, experts relied upon a short-term noise measurement of one speaker included in a public address system at a facility with outdoor exhibit areas (Dudek 2014). The announcement was made with all normal system settings, and with a duration of 30 seconds. A Larson Davis Model 820 Type I Integrating Sound Level Meter was used to record the sound level from one speaker during the announcement. The sound level meter was positioned at five feet above the ground and 13 feet from the speaker, directly in the center-line of the speaker's projection. The average sound level produced by the speaker was 72 dBA L_{eq} at 13 feet, directly in-line with the center of the speaker. Assuming that 3 speakers were installed with even spacing along the south side or north side of the building, the sound level at 13 feet would be approximately 77 dBA L_{eq} . With a setback distance from the property boundary of at least 20 feet (to account for placement of a fire access lane), the distance to the closest residences across Oak Street would be approximately 95 feet; at 95 feet, the speaker sound level would be attenuated to approximately 60 dBA L_{eq} . This sound level would be below the existing ambient daytime noise level for residences along Fell Street and Oak Street and would therefore comply with Section 2909 of the Police Code. Due to the probability of parking areas to be located on the eastern side of the replacement DMV building, the distance from speakers mounted on the east side of the building to the existing apartment building adjacent to the DMV property at the northeast corner is not anticipated to be less than 95 feet. However, should installed speaker systems on the north or south façade of the building have a composite sound level greater than 90 dBA L_{max} at 13 feet (creating sound of 73 dBA L_{eq} at 95 feet), or should the distance from installed speakers to the adjacent apartment building to the northeast be reduced to 20 feet, a potentially significant impact could occur. As described in Section 1.1, the construction contractor will test the project's proposed PA system prior to the DMV opening for business; if the test indicates the system's noise levels are greater than 5 dBA over the existing daytime ambient level of 68 dBA L_{eq} then the construction contractor and DMV would implement a digital notification system in lieu of the PA system. Therefore, this potential impact would be **less than significant**.

b) *Would the project result in generation of excessive groundborne vibration or groundborne noise levels?*

The City of San Francisco has not compiled data regarding groundborne vibration, nor established a standard that limits groundborne vibration; Caltrans has adopted standards to avoid damage to structures

and annoyance to residents from vibration-producing activities, and these serve as a useful guide for the assessment of project vibration. Vibration during construction would be a temporary phenomenon. Groundborne vibration information related to construction activities has been collected by (Caltrans 2020b). Information from Caltrans indicates that transient vibrations (such as construction activity) with a PPV of approximately 0.24 ips may be characterized as distinctly perceptible; the threshold for potential structural damage is much higher, at 0.5 PPV ips. The threshold of 0.24 inches per second is used for this project as the significance threshold for both human annoyance and structural damage. The heavier pieces of construction equipment (e.g., bulldozers) would have PPVs of approximately 0.089 ips or less at a distance of 25 feet (Caltrans 2020b). Pile driving or blasting will not be used for construction of the proposed project. Groundborne vibration is typically attenuated over short distances. Existing residential uses are located a minimum of 25 feet from areas in which heavy dozers or similar equipment would be used, and vibration from dozer operation would be 0.089 inches per second at this distance. Vibration levels at the sensitive receptors would therefore be well below the distinctly perceptible threshold of 0.24 inches per second PPV (and even further below the 0.5 PPV ips structural damage threshold). Short-term construction related vibration impacts would therefore be **less than significant**.

Groundborne vibration would not be associated with the proposed project operations following construction activities; therefore, impacts associated with operations would be **less than significant**.

- c) ***For a project located within the vicinity of a private airstrip or 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 expose people residing or working in the project area to excessive noise levels?***

The project site is located approximately 11 miles to the northwest of Oakland International Airport, the closest airport to the project site. There are no private airstrips in the vicinity of the project site (Airnav.com 2022). As such, the project would not expose people visiting or working in the project area to excessive noise levels. Noise impacts associated with airport noise would be less than significant.

Mitigation Measures

No mitigation measures are required.

3.14 Population and Housing

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XIV. 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"/>

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Setting

According to January 2022 estimates from the California Department of Finance, the City population is approximately 842,754 (DOF 2022). The City’s General Plan Housing Element also states that the San Francisco population is expected to continuously grow due to new employment opportunities (CCSF 2020). The project site is developed with the existing DMV field office and does not support any residential uses.

Impact Analysis

- a) ***Would the project 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)?***

Less than Significant Impact. The proposed project would construct a new DMV field office, replacing the existing DMV facility at the site. A primary purpose of the replacement project is to provide a more efficient and effective space to carry out DMV services and to provide an energy-efficient building. The proposed project would accommodate the existing number of daily customers (approximately 740) and would be staffed with a maximum of 60 employees, which is four more employees than existing conditions. There would be no extension of roads or other infrastructure. Since the proposed project would serve the City’s existing population, would not involve extension of utilities or services that would promote new development in the surrounding area, and would only accommodate four new employees, the project would not directly or indirectly induce substantial population growth. Therefore, impacts on population growth in the area would be **less than significant**.

- b) ***Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?***

No Impact. The project site does not include any existing housing, buildings, or structures. No people or housing would be displaced; therefore, there would be **no impact** necessitating the construction of replacement housing elsewhere.

Mitigation Measures

No mitigation measures are required.

3.15 Public Services

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
--	--------------------------------	---	------------------------------	-----------

XV. PUBLIC SERVICES

a) Would the project 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:

Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Environmental Setting

The San Francisco Fire Department (SFFD) provides fire suppression and prevention, emergency medical service, community paramedicine, and homeland security services in the project area. The SFFD serves all of San Francisco’s approximately 49 square miles of land area. The SFFD contains approximately 1,700 firefighting and emergency medical personnel, 44 fire stations, 42 engines, and 54 ambulances. The SFFD also supports specialty units including heavy rescue squads, coastal rescue units, rescue boats and water crafts, fireboats, a mobile command vehicle, multi-causality units, hazardous materials unit, CO2 unit, and a mobile air unit (SFFD 2017).

The closest fire stations to the project site are Station 21, located 600 feet north of the project site, Station 36, located 0.6 miles southeast of the project site, and Station 5, located 0.6 miles northeast of the project site. In 2012, the SFFD took 120,536 total calls, performed 65,485 emergency medical service transports, and responded to 30 2nd degree alarm fires, 2 3rd degree alarm fires, and 5 4th degree alarm fires (SFFD 2013).

Since the project site is owned and operated by the State of California, the California Highway Patrol (CHP) provides police services to the site. The San Francisco Field Office serves the project, which is located at 455 8th Street (1.7 miles to the east of the project site). The San Francisco Office is within CHP’s Golden Gate Division and serves State Route-(SR) 1, Interstate (I)-80, US Route (US) 101, I-280, and I-380 (CHP 2022). In addition, the San Francisco Police Department (SFPD) would provide backup service if needed. The SFPD consists of 10 stations. The nearest station to the project site is the SFPD Northern Station located at 1125 Fillmore Street, approximately 0.6 miles northeast of the project site. The SFPD is served by 1,830 sworn officers and 421 civilian officers (SFPD 2022).

The San Francisco Unified School District (SFUSD) is the school district serving the project area. The nearest schools include the Pacific Primary School, approximately 800 feet northwest of the site, the Urban School, approximately 0.3 miles southwest of the site, the New Traditions Elementary School, approximately 0.5 miles west of the site, and John Muir Elementary School, approximately 0.6 miles east of the site.

The San Francisco Recreation and Parks Department administers over 220 parks, playgrounds, and open spaces throughout San Francisco. This park system includes 25 recreation centers, 9 swimming pools, 5 golf courses, and numerous tennis courts, and sports fields (San Francisco Recreation and Parks Department 2022). The project area is within close proximity of Golden Gate Park, which offers several of these amenities and serves the greater project area and City/County of San Francisco.

Impact Analysis

- a) ***Would the project 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:***

Fire protection?

The proposed project involves the replacement of the existing Fell Street DMV field office, which is located in proximity to SFFD Stations 5, 6, and 21. These fire stations currently provide fire service to the existing DMV site. Implementation of the proposed project would replace the existing field office with a modernized field office building. The current DMV field office totals 24,000 square foot (sf) and is staffed with 56 employees; the proposed project would replace this building with a field office of a slightly smaller size (20,000 sf) and would be staffed with a similar number of employees (maximum of 60 employees). The proposed project would accommodate the existing number of daily customers (approximately 740).

Therefore, the project would not significantly increase the demand for fire protection services. No new or expanded fire protection services or facilities would be constructed as a result of this project. Furthermore, as part of the standard development practices, the State Fire Marshal reviews and approves project plans. The new construction would be required to conform to the standards of the State Fire Marshal, who during their review of the site plan, would ensure that the new DMV facility complies with California Building Standards Code, Chapters 7 and 7A, and the California Fire Code (24 CCR Part 9). Buildings would be required to install fire prevention devices, such as fire alarms and sprinklers, to improve emergency-related problems for the proposed development. In addition, SFFD would review the site plan prior to construction to familiarize themselves with fire protection devices and infrastructure of the proposed project. Further, the project would not impair emergency response vehicles or increase response times and would not substantially increase calls for service because the project would replace an existing field office of similar size and operating characteristics. In addition, the proposed project would not generate population growth or add people to the area. Therefore, the project would not generate the need for additional fire services that would require new or physically altered facilities. Impacts to fire protection services would be **less than significant**.

Police protection?

Implementation of the proposed project would replace an existing DMV field office with a new field office facility of similar size and operating characteristics; therefore, the project would not significantly increase the demand for police protection services. As a state facility, police protection for the project site is primarily provided by the CHP. If needed, the SFPD would provide additional assistance to the project site. The project would not substantially increase calls for service since a DMV facility already exists on the project site. In addition, the proposed project would not generate population growth or add a new use or service to the DMV that may warrant expanded or altered police protection services. Therefore, the project would not

generate the need for additional police services that would require new or physically altered facilities. Impacts to police services would be **less than significant**.

Schools?

The proposed project involves of the construction of an approximately 20,000 sf field office that would replace an existing 24,000 sf field office building, on the same project site. The project would serve the City’s existing population and would not induce population growth. The proposed project would be staffed with up to 60 employees. The current DMV field office is staffed with 56 employees; as a result, the project represents a minor increase of up to only 4 additional employees. Therefore, the project would not generate new residents or, subsequently, new students. Because the proposed project would not increase the number of students, implementation of the proposed project would not generate the need for additional schools. Therefore, the project would not increase demand for schools or necessitate construction of new school facilities. Impacts to schools would be **less than significant**.

Parks?

The proposed project would replace an existing DMV field office with a slightly larger field office building on a site that does not contain parkland or recreational facilities. The project would serve the City’s existing population and would not induce population growth. Therefore, the project would not increase the use of existing recreational facilities or generate demand for additional or expanded recreational facilities. Therefore, the project would not increase demand for other public facilities, and impacts would be **less than significant**.

Other Public Facilities?

The proposed project would replace an existing DMV field office with a slightly larger field office building on a site that does not contain other public facilities, such as a library or community center. The project would serve the City’s existing population and would not induce population growth. Therefore, the project would not increase demand for other public facilities, and impacts would be **less than significant**.

Mitigation Measures

No mitigation measures are required.

3.16 Recreation

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XVI. RECREATION				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Setting

The City of San Francisco Recreation Department manages and maintains parks and recreational facilities within the City. The City parks system consists of more than 220 parks, playgrounds, and open spaces comprising over 3,400 acres of parkland within the City (San Francisco Recreation and Parks Department 2022). The project site is located across Baker Street from the Panhandle, which is the easternmost area of Golden Gate Park.

Impact Analysis

- a) ***Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?***

No Impact. The proposed project would construct a new DMV field office intended to serve the City’s existing population. As discussed in Section 3.14, Population and Housing, the project would not induce substantial population growth. Therefore, the project would not increase the use of existing recreational facilities or generate demand for additional or expanded recreational facilities. **No impact** would occur.

- b) ***Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?***

No Impact. The project site does not include recreational facilities and the proposed project would not include the construction or expansion of recreational facilities. **No impact** would occur.

Mitigation Measures

No mitigation measures are required.

3.17 Transportation

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XVII. TRANSPORTATION – Would the project:				
a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Environmental Setting

A Transportation Assessment, which is included as Appendix F, was prepared for the proposed project to address the potential transportation impacts associated with the proposed project. This assessment includes the project’s daily and peak hour trip generation estimates; a vehicle miles traveled (VMT) screening analysis; an evaluation of project access; and, a review of pedestrian, bicycle, and transit facilities that serve the site.

Roadway Network

The project site is approximately one mile west of Van Ness Avenue – US Route 101 (US-101) and bounded by Fell Street to the north (one-way westbound street), Oak Street to the south (one-way eastbound street), Broderick Street to the east (two-way north-south street), and Baker Street to the west (two-way north-south street).

Fell Street is an east-west, three-lane undivided one-way roadway in the westbound direction located adjacent to the northern boundary of the project site that originates from Market Street near downtown San Francisco and terminates into Kezar Drive in Golden Gate Park. Fell Street is designated as a Major Arterial in the City’s General Plan Circulation Element, and has a posted speed limit of 25 miles per hour (MPH) along the portion of the street where the project is located. There are sidewalks on both sides of the street, and there is a Class IV separated bikeway on the southern portion of the street. The project’s existing northern driveway is accessible from Fell Street, and consists of left-turn outbound, and a left-turn inbound configuration.

Oak Street is an east-west, three-lane undivided one-way roadway in the eastbound direction located adjacent to the southern boundary of the project site that originates from Stanyan Street near Golden Gate Park and terminates into Van Ness Avenue near downtown San Francisco. Oak Street is designated as a Major Arterial in the City’s General Plan Circulation Element, and has a posted speed limit of 25 MPH along the portion of the street where the project is located. There are sidewalks on both sides of the street, and there is a Class IV separated bikeway on the southern portion of the street. There is no project site access from Oak Street.

Baker Street is a north-south, two-lane undivided roadway located adjacent to the western boundary of the project site that originates from Haight Street and terminates at Marina Boulevard. Baker Street is undesignated in the City's General Plan Circulation Element, and has a posted speed limit of 25 MPH along the portion of the street where the project is located. There are sidewalks on both sides of the street, and there is a Class III bicycle route near the project and south of Oak Street, and Class II bicycle lanes north of Fell Street. There is an existing driveway that is outbound only along Baker Street.

Broderick Street is a north-south, two-lane undivided roadway located adjacent to the eastern boundary of the project site that originates from Waller Street and terminates at Marina Boulevard. Broderick Street is undesignated in the City's General Plan Circulation Element, and has a posted speed limit of 25 MPH along the portion of the street where the project is located. There are sidewalks on both sides of the street, and there are no bicycle facilities. There are two existing driveways along Broderick Street, the northern driveway nearest to the Fell Street/Broderick Street intersection is inbound only, while the driveway to the south is outbound only.

Vehicle Miles Traveled in the San Francisco Bay Area

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

Given these travel behavior factors, San Francisco generally has a lower VMT ratio than the nine-county San Francisco Bay Area region. In addition, some areas of the City may have lower VMT ratios than other areas of the City. These areas of the City can be expressed geographically through transportation analysis zones (TAZs). TAZs are used in transportation planning models for transportation analysis and other planning purposes. The zones vary in size from single city blocks in the downtown core, multiple blocks in outer neighborhoods, to even larger zones in historically industrial areas like the Hunters Point Shipyard. The proposed project is located in TAZ 258, which consists of approximately 8 city blocks and is bounded by Oak Street to the south, Fulton Street to the north, Baker Street to the west, and Divisadero Street to the east.

The San Francisco Municipal Transportation Agency (SFMTA) uses the San Francisco Chained Activity Model Process (SF-CHAMP) to estimate VMT by private automobiles and taxis for different land use types. Travel behavior in SF-CHAMP is calibrated based on observed behavior from the California Household Travel Survey 2010–2012, census data regarding automobile ownership rates and county-to-county worker flows, and observed vehicle counts and transit boarding. SF-CHAMP uses a synthetic population, which is a set of individual actors that represents the Bay Area's actual population, who make simulated travel decisions for a complete day. For office uses, existing regional average daily VMT per employee is 19.1. San Francisco 2040 cumulative conditions were projected using a SF-CHAMP model run, applying the same methodology as outlined above for existing conditions, but also incorporating residential and job growth estimates and reasonably foreseeable transportation infrastructure improvements through 2040. The Cumulative 2040 regional average daily VMT per employee is 17.1.

Impact Analysis

- a) *Would the project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?*

Transit Facilities

The project site is primarily served by San Francisco Municipal Railway (Muni), which is the San Francisco Municipal Transportation Authority (SFMTA) network of Muni buses, light rail Metro trains, streetcars, and cable cars. The following Muni transit lines operate within a 0.25-mile radius of the project site: 7-Haight/Noriega, 21-Hayes, and 24-Divisadero. The 7-Haight/Noriega route operates from 5:00 a.m. to 10:00 p.m. daily, with service frequencies ranging from 12 minutes during the weekday to 20 minutes during late night hours and connects Ocean Beach with the Salesforce Transit Center.

The 21-Hayes route operates from 5:00 a.m. to 10:00 p.m., with service frequencies of 20 minutes and connects Haight Street with the Civic Center. The 24-Divisadero route operates 24-hours a day, with service frequencies ranging from 10 minutes during the weekday to 30 minutes during late night hours and connects the Pacific Heights neighborhood with the Bayview neighborhood. The nearest transit stops to the project site are at the intersection of Baker Street/Hayes Street served by the 21-Hayes route, and the intersection of Divisadero Street/Oak Street served by the 24-Divisadero route.

The project would not be expected to result in any public transit delays or result in an increase of ridership as the project site would continue to be staffed with a maximum of 60 employees and would continue to accommodate the existing number of daily customers (approximately 740).

Pedestrian and Bicycle Facilities

All roadways adjacent to the project site have adequate sidewalk facilities on both sides of the road. All pedestrian crossings to and from the project site are protected via signalized intersection and pedestrian crossing phases.

The San Francisco Bike Network Map identifies bicycle facilities throughout the City. The following classifications are designated in the bike network map (SFMTA 2019):

- Class I (Bicycle Paths): are off-street paved bikeways. They are separated from vehicle traffic, but are almost always shared with pedestrians.
- Class II (Bicycle Lanes): is a portion of road reserved for the preferential or exclusive use of people biking, indicated by road markings. Those riding in a bike lane should always be aware of driveways, mixing zones, car doors and vehicles such as taxis or paratransit that may temporarily occupy the lane.
- Class III (Bicycle Routes): are typically wide travel lanes shared by bicyclists and vehicles. They are commonly marked with the standard or greenback sharrows and wayfinding signs to indicate shared use. The sharrow symbol is a bicycle silhouette with two chevrons above it indicating the proper direction of travel. Those riding a bike should be cautious of the door zone, mixing zones and turning lanes.
- Class IV (Separated Bikeways): also commonly referred to as cycle tracks or protected bikeways, are bicycle facilities that are separated from traffic by parked cars, safe-hit posts, transit islands or other physical barriers.

Fell Street and Oak Street both have a Class IV protected bikeway on the southern portion of each respective roadway, while Baker Street has a Class III bicycle route near the project site south of Oak Street, and Class II bicycle lane north of Fell Street. Broderick Street does not have any bicycle facilities within the vicinity of the project site. The proposed project would not alter any existing pedestrian or bicycle facilities and would adhere to all City’s design standards and regulations to prevent construction impacts whenever feasible.

Trip Generation

Localized trip generation of the proposed project was calculated using a trip-based analysis and information included in the 2019 TIA guidelines developed by the City of San Francisco’s planning department. The City’s Travel Demand Tool (SFCTA 2022) was utilized for non-automobile uses, however since the tool does not have a separate category other than “Office” to evaluate the proposed project, automobile vehicle trips were calculated based on rates found in Trip Generation, 11th Edition, Institute of Transportation Engineers (ITE 2021). However, due to the unique nature of the proposed project, trip generation estimates for the project based on ITE rates were determined to be inaccurate due to the low sample size for this land use and because many DMV sites surveyed were in suburban locations. Therefore, the project’s trip rate was calculated based on actual traffic counts collected in May 2022 at each driveway location for the Transportation Assessment. National Data and Surveying Services (NDS) collected traffic counts on behalf of Dudek. Counts were collected and categorized utilizing video equipment and checked for accuracy by staff. Trip rates calculated as a result of the empirical driveway counts showed rates higher than those outlined in the ITE Trip Generation, 11th Edition. Traffic counts collected at the project’s driveways are provided in Appendix F.

Driveway counts collected in May 2022 totaled approximately 1,451 vehicles for all four driveways (including inbound and outbound trips) that service the existing 24,000 sf field office, resulting in a daily trip rate of 60.46 trips per 1,000 sf. The corresponding AM peak hour trip rate was approximately 5.54 trips per 1,000 sf, and the PM peak hour trip rate was approximately 5.04 trips per 1,000 sf.

Table 17 summarizes the trip rates calculated from the project’s driveways based on the inbound and outbound trips.

Table 17. Existing Project Site Trip Generation Summary

Land Use	Size/Units	Daily	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Trip Generation¹								
San Francisco Fell Street DMV	24,000 SF	1,451	87	46	133	30	91	121
Trip Rates²								
San Francisco Fell Street DMV	Per 1,000 SF	60.46	3.63	1.91	5.54	1.25	3.79	5.04

Notes: – = not applicable

¹ Trip generation is based on direct data from counts collected at four driveways in May 2022.

² Trip rates are based on the observed data from the driveway counts, and divided by the square footage of the site. All values are per 1,000 SF.

In order to estimate the remaining modes of transportation that were not observed from the traffic counts, the City’s Travel Demand Tool was utilized, and as summarized below in Table 18, the proposed project (totaling 20,000 sf) would generate approximately 242 person trips (inbound and outbound) on a weekday daily basis, consisting of 43 person trips by transportation network company (TNC) or taxi, 72 transit trips, 50 trips by private shuttle, 66 walk trips, and 11 bicycle trips. During the PM peak hour, the proposed project would generate approximately 21 daily person trips. Overall, the proposed project would generate 28 total vehicle trips, with 3 PM peak hour vehicle trips. The City’s Travel Demand Tool does not provide data for the AM peak hour. All travel demand data is provided in Appendix F.

Table 18. Proposed Project Trip Generation

Mode	Total Daily Person Trips	PM Peak Hour Person Trips	Total Vehicle Trips ¹	PM Peak Hour Vehicle Trips
TNC/Taxi ²	43	4	28	3
Transit	72	6	—	—
Private Shuttle	50	4	—	—
Walk	66	6	—	—
Bicycle	11	1	—	—
Totals	242	21	28	3

Notes: — = not applicable

¹ Total vehicle trips account for occupancy per vehicle (1.2), including private vehicles and TNC/taxi vehicles. The City of San Francisco accounts for carpooled or shared rides in the City’s Travel Demand Tool by applying an average vehicle occupancy factor, or average number of occupants in a motor vehicle, depending on a project’s land use and location.

² TNC refers to transportation network company trips (e.g., Uber, Lyft, etc.).

Due to the relatively nominal change in the number of trips expected to be generated, the proposed project would not result in any changes to the existing roadway system. Construction of the proposed project may change the internal layout of the parking lot, however due to the relatively low number of vehicular trips generated by the project, the increase to the driveways would be nominal. Overall, it is expected that the existing vehicular traffic remain the same, as well as the non-automobile components associated with the proposed project. Therefore, the proposed project would have the same trip generation as the existing DMV site.

In summary, since the proposed project would involve continuing the existing use of the site, and due to the nominal change in the number of trips expected to be generated, the proposed project would remain consistent with all programs, plans, ordinances, or policies addressing the circulation system. The project would not result in any public transit delays or result in an increase of ridership; the project would not alter any existing pedestrian or bicycle facilities and would adhere to all City’s design standards and regulations to prevent construction impacts; the project would also similar trip generation as the existing condition. For these reasons, there would be no conflict with the existing circulation system, and **no impact** would occur.

b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

CEQA Guidelines Section 15064.3(b), focuses on newly adopted criteria (VMT) for determining the significance of transportation impacts. It is further divided into four subdivisions: (1) land use projects, (2) transportation projects, (3) qualitative analysis, and (4) methodology.

The San Francisco Planning Department released Transportation Impact Analysis (TIA) Guidelines dated February 14, 2019, which includes a memorandum that provides guidance related to VMT in CEQA. This memorandum is included as Appendix L, Vehicle Miles Traveled/Induced Automobile Travel, to the San Francisco TIA Guidelines (CCSF 2019). The following discussion identifies thresholds of significance and screening criteria used to determine if the proposed project would result in significant impacts under the VMT metric.

Thresholds of Significance

The proposed project is not bound by the City's policies and guidelines; however, DMV, as the CEQA lead agency, has opted to use the City's TIA guidelines as the applicable thresholds for this section because they are reasonable and in line with the OPR's technical advisory guidelines (OPR 2018b). Appendix L of the City's TIA guidelines indicate that a project would have a significant impact if it:

1. Causes substantial additional vehicle miles traveled; or
2. Substantially induces additional automobile travel by increasing physical roadway capacity in congested area (i.e., by adding new mixed flow travel lanes) or by adding new roadway to the network.

The City's TIA guidelines define a substantial addition of VMT if a project would exceed the regional VMT per capita or per employee minus 15%, as follows:

- A residential-type project would exceed the existing city household VMT per capita minus 15% and the existing regional household VMT per capita minus 15%
- An office-type project would exceed the existing regional VMT per employee minus 15%
- A retail-type project would exceed the regional VMT per retail employee minus 15%

These criteria are consistent with the Governor's Office of Planning and Research (OPR) Technical Advisory on Evaluating Transportation Impact in CEQA, which states that *"...achieving 15% lower per capita (residential) or per employee (office) VMT than existing development is both generally achievable and is supported by evidence that connects this level of reduction to the state's emission goals..."*

Screening Criteria

The planning department created a screening checklist, available in Appendix L of the TIA guidelines, to determine whether a detailed VMT analysis would be required. These screening criteria are generally consistent with the OPR technical advisory and CEQA section 21099, Modernization of Transportation Analysis for Transit Oriented Projects and Planning Commission Resolution 19579. A summary of the screening checklist is provided below. Per the TIA guidelines, "if a project would generate VMT, but meets the screening criteria in [sections] 1 and 2, or falls within the types of transportation projects listed in [section 3], then a detailed VMT analysis is not required for a project."

Section 1: Vehicle Miles Traveled – Screening Criteria

Criterion 1. Is the proposed project site located within the "map-based screening" area?

- The planning department has developed maps depicting existing VMT levels in San Francisco for residential, office, and retail land uses based on the SF-CHAMP 2012 base-year model run. These

maps are utilized to identify regional and TAZ VMT per efficiency metrics and to determine whether the proposed project is located within a TAZ that exhibits low levels of VMT. If a project includes a substantial amount of parking, the project may not meet this screening criterion.

Section 2: Vehicle Miles Traveled – Additional Screening Criteria

Criterion 1. Does the proposed project qualify as a “small project”?

- Per OPR, projects that generate or attract fewer than 110 trips per day and are consistent with a sustainable communities strategy or general plan would be considered to cause a less-than-significant transportation impact. The planning department uses a screening criterion of 100 trips per day, which is used in this analysis.
- Because the project is not expected to generate more than 110 trips per day in additional trips, the project is consistent with Criterion 1.

Criterion 2. Proximity to transit stations (must meet all four sub-criteria)

- Is the proposed project site located within 0.5 miles of an existing major transit stop?
- Would the proposed project have a floor area ratio of greater than or equal to 0.75?
- Would the project result in an amount of parking that is less than or equal to that required or allowed by the planning code without a conditional use authorization?
- Is the proposed project consistent with the Sustainable Communities Strategy?
- The project is consistent with Criterion 2 as described below.

Section 3: Induced Automobile Travel Analysis

As detailed in OPR’s technical advisory, induced travel is typically associated with a transportation project that would lead to additional vehicle travel on the roadway network. This assessment would be required if the project would likely lead to a substantial increase in vehicle travel. The planning department defines a substantial increase as 2,075,220 VMT per year, based on the state’s long-term GHG emissions reduction goal of 40% below 1990 levels by 2030.

- **Project Type 1.** Does the proposed project qualify as an “active transportation, rightsizing (a.k.a., Road Diet) and Transit Project”?

The TIA guidelines provide a list of active transportation, rightsizing, and transit projects.

As the proposed project is a land use development, it would not qualify under these categories.

- **Project Type 2.** Does the proposed project qualify as an “other minor transportation project”? The TIA guidelines provide a list of minor transportation projects including removal of off- or on-street vehicular parking space(s).

The proposed project does not qualify as an “other minor transportation project.” Therefore, the project does not qualify under Section 3.

Travel Demand

As described previously, the project’s trip generation was calculated using the City’s Travel Demand Tool as well as the rates observed from the traffic count data collected at each of the existing driveways of the DMV. Table 19 further summarizes the Bay Area regional average, the associated thresholds, and the VMT per employee for the project’s TAZ. All VMT data utilized in this assessment is provided in Appendix F.

Table 19. Daily Vehicle Miles Traveled

Land Use	Existing			Cumulative 2040		
	Bay Area Regional Average	Bay Area Regional Average Minus 15%	TAZ 258	Bay Area Regional Average	Bay Area Regional Average Minus 15%	TAZ 258
Employment (Office)	19.1	16.2	9.2	17.1	14.5	8.0

Source: CCSF 2022b. Transportation Information Map, Version 9.1, 2022.

As shown in the table, the VMT per employee in the project’s TAZ is less than the threshold of the Bay Area regional average minus 15%. Additionally, the project is within 0.25 miles of Muni stops with peak service frequencies of less than 15-minutes, would have a floor area ratio greater than 0.75, would not reduce off-street parking from existing conditions, and would be consistent with the Sustainable Communities Strategy (section 2, criterion 2). Therefore, the proposed project meets Section 1 and 2, and does not meet Section 3. Because the proposed project would meet one or more of the screening criteria (Section 1 and 2), it would not result in a substantial increase in VMT. As a result, its impacts related to VMT would be **less than significant**.

c) *Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?*

The project site currently contains total of four driveways: one existing two-way (entrance and exit) driveway on Fell Street; an exit only driveway on Baker Street; and, two driveways on Broderick Street (one entrance only driveway and one exit only driveway). At each driveway there is a vehicular sliding gate which are kept open during business hours.

The existing trip generation of the site will not alter existing traffic patterns at any driveway along any street surrounding the project site. It is anticipated that the project’s driveway locations will generally remain along each respective roadway, no new signals would be constructed, and the project overall would not alter the existing ingress and egress patterns associated with the site. If a new driveway is proposed along Oak Street, where no driveway currently exists, the driveway would be required to be designed in accordance with the City’s Standards, Specifications, and Plans documents. Therefore, the proposed project would not create a hazardous condition and impacts would be **less than significant**.

d) *Would the project result in inadequate emergency access?*

Emergency vehicle access for the project site would be maintained and remain adequate as per existing conditions. Emergency vehicle access would continue to be available along the surrounding streets bordering the project site and access would be provided during construction and upon completion of the project. Furthermore, existing trip generation of the site will not alter existing traffic patterns that could inhibit emergency access. Therefore, the proposed project would not cause emergency vehicle access to be inadequate and impacts would be **less than significant**.

Mitigation Measures

No mitigation measures are required.

3.18 Tribal Cultural Resources

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
VIII. TRIBAL CULTURAL RESOURCES				
Would the project 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, 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:				
a) 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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) 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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Environmental Setting

As described in Section 3.5, a Cultural Resources Inventory Report was prepared for the proposed project to assess the project site for existing cultural resources which is included in Appendix B. The report includes a Northwest Information Center (NWIC) records search, Native American Heritage Commission (NAHC) Sacred Lands File (SLF) search, and intensive pedestrian survey. All cultural resources work for the report was completed in compliance with the standards and guidelines defined by the California Office of Historic Preservation (OHP) and CEQA. The NWIC records search did not identify any cultural resources within the project site. Historical maps and aerial photographs to understand development of the Project site and surrounding properties; these maps did not indicate any natural drainages or topographical features of any kind within the project site.

Native American Heritage Commission Sacred Lands File

The NAHC was contacted on October 18, 2022, to request a search of its Sacred Lands. The NAHC responded on November 17, 2022, indicating that the search failed to identify any potential resources within the project site

(Appendix B). Additionally, the NAHC provided a list of individuals and organizations to contact that may have additional information.

The proposed project is subject to compliance with Assembly Bill (AB) 52 (PRC Section 21074), which requires consideration of impacts to “tribal cultural resources” as part of the CEQA process, and requires the CEQA lead agency to notify any groups (who have requested notification) of the project who are traditionally or culturally affiliated with the geographic area of the Project. Formal consultation with Native American tribes pursuant to AB 52 will be completed by lead agency staff, if timely requested by notified tribes. Because AB 52 is a government-to government process, all records of correspondence related to AB 52 notification and any subsequent consultation would be on file with the DMV.

Survey Methods and Results

Archaeologist William Burns conducted an intensive-level pedestrian cultural survey of the project site on September 16, 2022. Archaeological survey exceeded the applicable Secretary of Interior’s Professional Qualifications and Standards for archaeological survey and evaluation. Transects were placed at no more than 15 meters apart. Survey crew was equipped with a GPS receiver with sub-meter accuracy. The entirety of the project site consisted of paved parking areas, landscaped portions, and existing structures. All of the project site was disturbed from existing development. No natural soils were observed. Ground visibility was extremely poor due to the majority of the site being paved or an existing building. No archaeological resources were observed within the project site.

Impact Analysis

Would the project 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, 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:

- a) 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)?***

There are no known cultural resources, as defined in Public Resources Code Section 21074, on the project site or in its immediate vicinity. No tribal cultural resources were identified within the project site as a result of the intensive pedestrian survey. The NWIC records search did not identify any resources within or in the immediate vicinity of the project site. Based on review of the project setting, the project has a low potential to impact any previously undocumented tribal cultural resources.

Further, no tribes have responded with a request for consultation or with information regarding tribal cultural resources affiliated with the project site. As previously stated, the proposed project site has been previously disturbed, and no information regarding the presence of known tribal cultural resources has been provided from the contacted tribes or from cultural resource surveys or records. However, the potential for subsurface unknown tribal cultural resources to be encountered during project ground-disturbing activities still exists. However, as described in Section 1.1, in the event that a potential tribal cultural resource is discovered, the construction contractor will retain a cultural resource specialist and monitor from the culturally affiliated Native American tribe to assess the discovery; subsequently, the contractor and DMV would be required to treat any such discovery per the recommendations of those

professionals and consult with tribes pursuant to California Public Resources Code Sections 21084.3(a) and (b), and CEQA Guidelines Section 15370. These requirements are codified in State law and thus the basis for the contractual obligations between the selected construction contractor and DGS.

No known tribal cultural resources occur at the project site or would be affected by the proposed project; furthermore, the construction contractor will follow reporting, treatment, and consultation protocols in the unlikely event that a tribal cultural resource is discovered. For these reasons, impacts would be **less than significant**.

b) 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 Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

As previously described, Cultural Resources Inventory Report concluded that the project site does not contain known historical or archaeological resources (Appendix B). Therefore, no resource that is significant according to Public Resources Code Section 5024.1 was identified on the project site through archival research or visual historical inventory. Furthermore, the NWIC records search for the project site found that there are no previously recorded cultural resources on the site. In addition, the SLF search conducted by the NAHC found that no cultural resources have been recorded within the project site. The NAHC results also noted, however, that absence of specific site information in the SLF does not imply absence of Nature American cultural resources on the site. No California Native American tribes or individuals have identified specific known tribal cultural resources associated with the project area. In the unlikely event a tribal cultural resource is discovered during construction, the construction contractor and the lead agency will follow reporting, treatment, and consultation protocols described in Threshold a, above, and in Section 1.1. Therefore, impacts related to tribal cultural resources would be **less than significant**.

Mitigation Measures

No mitigation measures are required.

3.19 Utilities and Service Systems

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XIX. UTILITIES AND SERVICE SYSTEMS – Would the project:				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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"/>
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate 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"/>
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"/>
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"/>

Environmental Setting

Water

The San Francisco Public Utilities Commission (SFPUC) is the water purveyor that serves the project area. SFPUC operates San Francisco's regional water system and supplies water to approximately 2.7 million people. The system receives an average of 85% of its water from the Tuolumne River watershed which is stored in the Hetch Hetchy Reservoir in Yosemite National Park. The remaining 15% of its water is from local surface waters in the Alameda and Peninsula watersheds. The SFPUC owns and operates an in-city distribution system which services customers in San Francisco.

The California Urban Water Management Planning Act requires urban water supply agencies (such as SFPUC) to prepare urban water management plans (UWMPs) to plan for reliability, conservation, and efficient use of California's water supplies. The current UWMP for San Francisco, which is titled 2020 Urban Water Management Plan for the City and County of San Francisco, compares anticipated water supplies to projected water demand through the year 2045. The total population SFPUC serves within the City and County of San Francisco was estimated to be 897,806 in 2020; this total is projected to increase to nearly 1.3 million by 2045. Under normal hydrologic conditions, the SFPUC projects it will have sufficient supplies to meet projected demands, which increase from 68.8 million gallons per day (mgd) in 2020 to 80.6 mgd in 2045 (SFPUC 2021).

The existing DMV field office is connected to a 3-inch diameter water service pipe and 2-inch diameter water meter pipe within Fell Street, to the north.

Wastewater/Stormwater Collection and Treatment

SFPUC provides wastewater services for the City including the project area. The City's wastewater collection, treatment, and disposal system consists of a combined sewer system for wastewater and stormwater which includes 2 water treatment plants and one wet-weather facility. In general, the combined flows from the east side of the City are treated at the Southeast Water Pollution Control Plant and the west side of the City at the Oceanside Water Pollution Control Plant. The project site is located within the area serviced by the Southeast plant located in the Bayview-Hunters Point neighborhood in the southeastern portion of the city. Following treatment, effluent from the Southeast plant outfalls into the San Francisco Bay. The system contains approximately 1,000 miles of underground conveyance pipes. The wastewater treatment plants provide treatment for dry-weather wastewater generated in drainages, with additional treatment capacity for times when rain and stormwater runoff combines with wastewater, known as wet-weather flows. The Southeast plant treats an average dry-weather flow of 57 mgd and has a permitted dry-weather treatment capacity of 85.4 mgd. During storm events, the plant can treat up to 250 mgd (RWQCB 2019b).

The existing DMV field office is connected to a combined sanitary and sewer line; this line is 8-inches in diameter and located within Fell Street. Stormwater from the project site currently flows into an adjacent storm drain off Fell Street which feeds stormwater into the combined SFPUC sewer system. The project site is also served by an existing 8-inch diameter cast iron storm drainpipe connection to a storm/sewer main within Broderick Street, to the east. The project site is not currently improved with on-site stormwater treatment systems.

Solid Waste

Solid waste collection is provided by the City of San Francisco. In September 2015, the City of San Francisco approved an agreement with Recology for transport of municipal solid waste at the Recology Hay Road Landfill in Solano County. Solid waste is collected and hauled to the Recology transfer station and recycling center located on Tunnel Avenue, near the southeastern city limit, for sorting and subsequent transport. Municipal solid waste generated in the City will be disposed under this agreement through September 2024, or until 3.4 million tons have been disposed. Landfill-bound materials are sent to the Recology Hay Road Landfill, which is permitted to accept up to 2,400 tons per day of solid waste. At its current maximum permitted rate, the landfill has the capacity to accommodate solid waste until approximately 2034. For the fiscal year July 2020 to June 2022 the City of San Francisco had a total disposal of 390,017 tons or approximately 1,069 tons per day (Recology 2021). The landfill has a permitted capacity of 21,895,179 cubic yards. As of July 2010, the facility had a remaining capacity of 30,433,000 cubic yards. The estimated closure date for the landfill is January 1, 2077 (CalRecycle 2022).

Electricity and Natural Gas

Pacific Gas & Electric (PG&E) provides electricity and natural gas service to the city. SFPUC also provides electric service to over 380,000 residential and business customers through its CleanPowerSF program, but PG&E would be the provider for the proposed project.

This existing DMV field office is currently provided electricity by an overhead transmission line via a pole-mounted transformer on Baker Street, directly west of the project site. Natural gas is provided to the project site via a 1-inch diameter pipe within Fell Street.

- a) ***Would the project 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?***

The proposed project would be served by existing SFPUC water infrastructure, wastewater collection and treatment facilities, stormwater drainage, electric power, and telecommunications infrastructure near the project site. Consistent with San Francisco Building Code section 106A.1.17.1, though not required of the proposed project, the proposed project would use an all-electric system, and the current gas line feed to the site would be capped off.

Water for the project would be provided by SFPUC. As discussed above, SFPUC receives most of its water from the Tuolumne River watershed. The project would tie into the existing 2-inch water meter off of Fell Street with a 2-inch line. The proposed project is estimated to have an indoor water demand of 0.12 mgd (or 119,952 gallons per day) and an outdoor water demand of 0.024 mgd (or 24,480 gallons per day), with a total water demand of 0.144 mgd (or 144,000 gallons per day). This demand should be relatively comparable to existing conditions due to only a minor increase in employees (56 to 60) and the use of low flow water fixtures in the renovations. Therefore, the project would have a similar water use to existing conditions. As described above, the UWMP states that the SFPUC water supply portfolio is capable of meeting water demand through the year 2045. The estimated water demand from the proposed project would be similar to existing conditions and within the capabilities of the available water supply. The proposed project would tie into existing water infrastructure near the site and would implement water efficient measures consistent with LEED Silver standards such that it would not contribute to the need for new or expanded water facilities. Impacts related to water facilities would therefore be **less than significant**.

Wastewater and stormwater generated at the site would be delivered to the SFPUC Southeast Water Pollution Control Plant. The project site is currently served by a combined 8-inch sanitary sewer and storm drain line within Fell Street. The project would have a relatively similar water demand to existing conditions and therefore is likely to also have similar wastewater flows. As such, wastewater generated by the proposed project would not substantially increase the existing wastewater flow of the City's wastewater system and would not impact the ability of the City's wastewater treatment plant to operate within its established wastewater treatment requirements, including the requirements of their National Pollutant Discharge Elimination System permits. Therefore, the treatment plant would have adequate capacity to serve the proposed project and impacts related to wastewater facilities would be **less than significant**.

The project site is currently largely paved and covered with impervious surface. The proposed project would not create any additional impervious surfaces. The project would implement and install stormwater management systems that would retain runoff on site and limit discharges from entering the City's combined stormwater/sewer system consistent with LEED Silver standards. Any stormwater not captured by these stormwater management systems would flow into the City's storm drain system in Broderick Street. As described in Section 3.10, Hydrology and Water Quality, the proposed project would not result in a substantial increase of surface runoff that would exceed the current capacity of the City's stormwater system. There would be no need for new or expanded stormwater drainage infrastructure and impacts would be **less than significant**.

Electricity services for the proposed project would be provided by PG&E with existing transmission infrastructure and would not require any new or expanded transmission services. As discussed in Section 3.6, Energy, the proposed project would comply with the most current Title 24 California Building

Code/Code of Regulations, CALGreen Code, and energy standards at the time of building construction. The project would not result in wasteful, inefficient, or unnecessary consumption of energy resources during construction or operation. Therefore, no new or expanded facilities would need to be built and impacts would be **less than significant**.

Telecommunications usage would be minimal and would not require the construction of new facilities or expansion of existing facilities. Therefore, this impact would be **less than significant**.

- b) ***Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?***

Water service would be provided by SFPUC. As discussed above in item 'a,' project development would not exceed current available water supply. The project would have an estimated water use on site that is similar to existing conditions. As described above, the UWMP states that the SFPUC water supply portfolio is capable of meeting water demand through the year 2045. As such, the proposed project would not require SFPUC to increase its existing water entitlements and it is reasonable to assume there is adequate water supply available to meet the demands associated with the project during normal, dry, and multiple dry years. For these reasons, impacts associated with water supply for the project would be **less than significant**.

- c) ***Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?***

See discussion under item 'a' above; project implementation would not exceed the capacity of the Southeast Water Pollution Control Plant to treat wastewater flows from the project site. Furthermore, the proposed project would incorporate water-efficient fixtures, as required under Title 24 of the California code of regulations and consistent with LEED Silver certification. Compliance with these regulations would further reduce wastewater flows to SFPUC Southeast Water Pollution Control Plant. Project-generated wastewater would not exceed capacity of the treatment plant, and the treatment plant would have adequate capacity to serve the proposed project. The impact would be **less than significant**.

- d) ***Would the project 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?***

The proposed project would replace the existing DMV field office building with a new building at the same project site. Operation of the proposed project would not result in a substantial overall increase in solid waste generation because the proposed field office building would replace the existing DMV field office. Solid waste from the proposed project would be taken to the Recology Hay Road Landfill, which has an estimated remaining capacity of 30,433,00 cubic yards. The Recology Hay Road Landfill is expected to reach full capacity in January 2077. As implementation of the proposed project would only slightly increase the number employees from 56 to 60 and continue to serve the same number of customers, the amount of solid waste generated by the proposed project would be similar to the amount of solid waste currently generated by the existing DMV facility; therefore, the Recology Hay Road Landfill has sufficient permitted capacity to serve the project's solid waste disposal needs.

Compliance with the state’s recycling regulations and policies would reduce the project’s waste generation during construction and demolition. Therefore, solid waste impacts resulting from construction and operation of the project would be **less than significant**.

e) Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

The proposed project would comply with existing or future statutes and regulations, including waste diversion programs mandated by federal and state law. Further, as a state agency, DMV would implement applicable adopted DMV policies and regulations related to solid waste and recycling. The proposed project would not result in an excessive production of solid waste that would exceed the capacity of the Recology Hay Road Landfill, which is the existing landfill serving the project site. In addition, the Recology Hay Road Landfill complies with its permit issued by California Department of Resources Recycling and Recovery and the City’s Local Enforcement Agency (CalRecycle 2022). The project does not contain any uses that would generate a substantial increase in solid waste and construction debris would be disposed of in accordance with applicable regulations. For these reasons, the proposed project would result in a **less than significant** impact related to federal, state, and local statutes and regulations related to solid waste.

Mitigation Measures

No mitigation measures are required.

3.20 Wildfire

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XX. WILDFIRE – If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Setting

According to the California Department of Forestry and Fire Protection (CAL FIRE), the project site is located within a Local Responsibility Area (LRA) and is not within or near any very high fire hazard severity zones. The closest very high fire hazard severity zone is located in Marin City approximately 7.4 miles northwest of the project site.

Impact Analysis

- a) *Would the project substantially impair an adopted emergency response plan or emergency evacuation plan?*
- b) *Due to slope, prevailing winds, and other factors, would the project exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?*
- c) *Would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?*
- d) *Would the project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?*

No Impact. The proposed project site is not located in or near state responsibility areas or lands classified as very high fire hazard severity zones. The project site is within a Local Responsibility Area and is 7.4 miles away from the nearest very high fire hazard severity zone, which is in Marin City. This very high fire hazard severity zone is also separated from the City by the San Francisco Bay, further minimizing any wildfire risks to the project site. Therefore, there would be **no impacts** related to wildfire.

Mitigation Measures

No mitigation measures are required.

3.21 Mandatory Findings of Significance

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XXI. MANDATORY FINDINGS OF SIGNIFICANCE				
a) Does the project 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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Does the project 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"/>
c) Does the project 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"/>

a) ***Does the project 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?***

As discussed in Section 3.3, the proposed project would not 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, or reduce the number or restrict the range of a rare or endangered plant or animal. Biological resources impacts would be **less than significant**.

To ensure that cultural and tribal cultural resources impacts are less than significant, in the event any cultural resources are unearthed during construction, the proposed project would follow protocols described in Section 1.1 and discussed in Sections 3.5 and 3.18. Thus, impacts would be **less than significant**.

- b) ***Does the project 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.)***

The analysis provided throughout this Initial Study demonstrates that the project’s contribution to existing cumulative impacts would be less-than-significant and would not be considered cumulatively considerable. The proposed project would incrementally contribute to cumulative impacts in combination with other projects occurring within the City and County of San Francisco. However, all reasonably foreseeable future development in the City would be subject to environmental review and regulations similar to the proposed project. Furthermore, all non-state-owned development projects are guided by the local policies and regulations.

As provided in the analysis presented above for each resource area, the proposed project would not result in significant impacts to aesthetics, agriculture and forestry resources, air quality, biological resources, cultural resources, energy, geology and soils, greenhouse gas emissions, hazards and hazardous materials, land use and planning, mineral resources, noise, population and housing, public services, recreation, transportation, tribal cultural resources, utilities and service systems, or wildfire. Moreover, compliance with applicable land use and environmental regulations would further ensure that environmental effects associated with the proposed project do not combine with effects from reasonably foreseeable future development in the project area to cause cumulatively considerable significant impacts. For these reasons, the project’s contribution to existing cumulative impacts would be **less than significant**.

- c) ***Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?***

The analysis provided throughout this Initial Study demonstrates that project impacts would be **less than significant**. Specifically, conclusions provided in this Initial Study indicate that the proposed project would not cause substantial adverse effects on human beings, either directly or indirectly, related to Air Quality, Geology and Soils, Hazards and Hazardous Materials, Noise, and Public Services.

INTENTIONALLY LEFT BLANK

4 References and Preparers

4.1 References Cited

14 CCR 15000–15387 and Appendices A through L. Guidelines for Implementation of the California Environmental Quality Act, as amended.

Airnav.com. 2022. Airport Information Search. Accessed December 21, 2022. <http://airnav.com/airports/>

APA (American Planning Association). 2011. Planning for Wind Energy. https://planning-org-uploaded-media.s3.amazonaws.com/legacy_resources/research/wind/pdf/pas566.pdf

Atwater, Brian, Charles Hedel, and Edward Helley. 1977. *Late Quaternary Depositional History, Holocene Sea Level Change, and Vertical Crustal Movement, Southern San Francisco Bay, California*. US Geological Survey Professional Paper, No. 1014. US Government Printing Office, Washington DC.

BAAQMD (Bay Area Air Quality Management District). 2009. Revised Draft Options and Justification Report – California Environmental Quality Act Thresholds of Significance. October 2009. <https://www.baaqmd.gov/~media/files/planning-and-research/ceqa/revised-draft-ceqa-thresholds-justification-report-oct-2009.pdf?la=en&rev=86ea370bf397488ab16247a528654a90>

BAAQMD. 2017a. California Environmental Quality Act Air Quality Guidelines. Updated May 2017. http://www.baaqmd.gov/~media/files/planning-and-research/ceqa/ceqa_guidelines_may2017-pdf.pdf?la=en.

BAAQMD. 2017b. Spare the Air: Cool the Climate - Final 2017 Clean Air Plan. April 19, 2017. Accessed May 2019. http://www.baaqmd.gov/~media/files/planning-and-research/plans/2017-clean-air-plan/attachment-a_-proposed-final-cap-vol-1-pdf.pdf?la=en.

Brunzell, Kara. 2017. *Historic Resource Evaluation Report for the Fell Street Department of Motor Vehicles San Francisco, San Francisco, California*. Prepared for California Department of General Services by Horizon Water and Environment, LLC.

CGS (California Geological Survey). 2022. Earthquake Zones of Required Investigation, Accessed October 11, 2022, <https://maps.conservation.ca.gov/cgs/EQZApp/app/>.

CALGreen. 2022. California Green Building Standards Code, Title 24, Part 11. <https://codes.iccsafe.org/content/CAGBC2022P1/copyright>.

California Public Resources Code, Section 21000–21177. California Environmental Quality Act, as amended.

CalRecycle. 2022. SWIS Facility/Site Activity Details Recology Hay Road (48-AA-0002). Accessed September 8, 2022. <https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/1184?siteID=3582>.

- Caltrans (California Department of Transportation). 2020a. Technical Noise Analysis Protocol for New Highway Construction, Reconstruction, and Retrofit Barrier Projects. California Department of Transportation Division of Environmental Analysis. April 2020.
- Caltrans. 2020b. Transportation- and Construction Vibration Guidance Manual. California Department of Transportation Division of Environmental Analysis. April 2020.
- Caltrans. 2022. California State Scenic Highway System Map. Accessed October 13, 2022. <https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=2e921695c43643b1aaf7000dfcc19983>.
- CAPCOA (California Air Pollution Control Officers Association). 2008. CEQA & Climate Change: Evaluating and Addressing Greenhouse Gas Emissions from Projects Subject to the California Environmental Quality Act. January 2008.
- CARB (California Air Resources Board). 2005. Air Quality and Land Use Handbook: A Community Health Perspective. April 2005. Accessed November 2022. <https://www.arb.ca.gov/ch/handbook.pdf>.
- CARB. 2017. Inhalable Particulate Matter and Health (PM2.5 and PM10). Page last reviewed August 10, 2017. Accessed May 2019. <https://www.arb.ca.gov/research/aaqs/common-pollutants/pm/pm.htm>.
- CARB. 2019a. "Ozone & Health." Accessed May 2019. <https://ww2.arb.ca.gov/resources/ozone-and-health>.
- CARB. 2019b. "Nitrogen Dioxide & Health." Accessed May 2019. <https://ww2.arb.ca.gov/resources/nitrogen-dioxide-and-health>.
- CARB. 2019c. "Carbon Monoxide & Health." Accessed May 2019. <https://ww2.arb.ca.gov/resources/carbon-monoxide-and-health>.
- CCSF (City and County of San Francisco). 2003. San Francisco Residential Design Guidelines. Accessed September 23, 2022. https://default.sfplanning.org/publications_reports/residential_design_guidelines.pdf.
- CCSF. 2004. Environmental Protection Element of the San Francisco General Plan. Accessed September 2, 2022. https://default.sfplanning.org/generalplan/I6_Environmental_Protection.htm.
- CCSF. 2012. Community Safety, An Element of the General Plan of the City and County of San Francisco. Accessed October 15, 2022. https://generalplan.sfplanning.org/Community_Safety_Element_2012.pdf.
- CCSF. 2014. Recreation and Open Space, An Element of the General Plan of the City and County of San Francisco. Accessed October 15, 2022. https://generalplan.sfplanning.org/Recreation_OpenSpace_Element_ADOPTED.pdf
- CCSF. 2017. Urban Design, An Element of the General Plan of the City and County of San Francisco. Accessed September 23, 2022. https://generalplan.sfplanning.org/I5_Urban_Design.htm
- CCSF. 2019. Transportation Impact Analysis Guidelines, https://default.sfplanning.org/publications_reports/TIA_Guidelines.pdf, February 2019, accessed September 22, 2022.

- CCSF. 2020. Housing Element. An Element of the General Plan of the City and County of San Francisco. Accessed September 26, 2022. <https://sfplanning.org/project/housing-element-update-2014>
- CCSF. 2022a. Air Quality, An Element of the General Plan of the City and County of San Francisco. Accessed September 26, 2022. https://generalplan.sfplanning.org/110_Air_Quality.htm<https://sfplanninggis.org/TIM/>
- CCSF. 2022b. San Francisco Transportation Information Map, <https://sfplanninggis.org/TIM/>, accessed September 21, 2022.
- CEC (California Energy Commission). 2019. Nonresidential Lighting and Electrical Power Distribution. Accessed September 26, 2022. https://energycodeace.com/download/36047/file_path/fieldList/AppGuide.NR.Lighting.EPD.
- CHP (California Highway Patrol). 2022. "San Francisco." CHP Website. Accessed September 2, 2022. [https://www.chp.ca.gov/find-an-office/golden-gate-division/offices/\(335\)-san-francisco](https://www.chp.ca.gov/find-an-office/golden-gate-division/offices/(335)-san-francisco).
- CNDDDB (California Natural Diversity Database). 2022. CNDDDB QuickView Tool. Accessed September 6, 2022. <https://wildlife.ca.gov/Data/CNDDDB/Maps-and-Data#43018410-cnddb-quickview-tool>.
- CNRA (California Natural Resources Agency). 2009. Final Statement of Reasons for Regulatory Action: Amendments to the State CEQA Guidelines Addressing Analysis and Mitigation of Greenhouse Gas Emissions Pursuant to SB 97. December 2009.
- Cohen, K.M., S.C. Finney, P.L. Gibbard, and J.-X. Fan. 2022. "The ICS International Chronostratigraphic Chart." Episodes 36: 199--204. 2013; updated. Available at: <https://stratigraphy.org/ICSchart/ChronostratChart2022-02.pdf>.
- Cooper, William Skinner. 1967. *Coastal Dunes of California*. Memoir 104 The Geological Society of America, Boulder Colorado.
- Crawford (Crawford & Associates). 2022. Draft Geotechnical Data Report, San Francisco Field Office Replacement, Department of Motor Vehicles, San Francisco, California. Prepared for AECOM, July 22, 2022.
- DOC (California Department of Conservation). 1996. Division of Mines and Geology. Generalized Mineral Land Classification Map of the South San Francisco Bay Production.
- DOC. 2016. California Important Farmland Map. Accessed October 13, 2021. <https://maps.conservation.ca.gov/DLRP/CIFF/>
- DOF (California Department of Finance). 2022. Demographics Research Unit. Demographics Populations Estimates Accessed September 23, 2022. <https://dof.ca.gov/forecasting/demographics/estimates/>
- Dudek. 2014. Noise Assessment Report, Santa Barbara Museum of Natural History Modernization. August 2014.
- DWR (California Department of Water Resources). 2020a. "Basin Prioritization." Accessed October 15, 2022. <https://water.ca.gov/Programs/Groundwater-Management/Basin-Prioritization>.
- DWR. 2020b. "California's Groundwater Update Report (Bulletin 118)." Accessed October 15, 2022. https://data.cnra.ca.gov/dataset/calgw_update2020.

- EIA (U.S. Energy Information Administration). 2022. "California State Profile and Energy Estimates – Table F16: Total Petroleum Consumption Estimates, 2020." Accessed September 2022. https://www.eia.gov/state/seds/data.php?incfile=/state/seds/sep_fuel/html/fuel_use_pa.html&sid=US&sid=CA
- EPA (U.S. Environmental Protection Agency). 2017. "Climate Change." Last updated January 19, 2017. Accessed May 2019. https://19january2017snapshot.epa.gov/climatechange_.html
- FEMA (Federal Emergency Management Agency). 2022. "FEMA Flood Map Service Center: Search by Address." Accessed October 15, 2022. <https://msc.fema.gov/portal/search#searchresultsanchor>.
- FHWA (Federal Highway Administration). 2006. *Construction Noise Handbook*. August 2006.
- Horizon Water and Environmental LLC. 2017. Historic Resource Evaluation Report – Fell Street Department of Motor Vehicles. September 2017.
- IPCC (Intergovernmental Panel on Climate Change). 2007. *Climate Change 2007: The Physical Science Basis. Contribution of Working Group I to the Fourth Assessment Report of the Intergovernmental Panel on Climate Change [Solomon, S., D. Qin, M. Manning, Z. Chen, M. Marquis, K.B. Averyt, M. Tignor and H.L. Miller (eds.)]. Cambridge University Press, Cambridge, United Kingdom and New York, NY, USA, 996 pp.* Accessed May 2019. http://www.ipcc.ch/pdf/assessment-report/ar4/wg1/ar4_wg1_full_report.pdf.
- ITE (Institute of Transportation Engineers). 2021. *Trip Generation Manual*. 11th ed.
- Jefferson, G.T. 1991. A Catalog of Late Quaternary Vertebrates from California. Natural History Museum of Los Angeles County, Technical Reports 7:1-174. Unpublished revision: 18 May 2012.
- Meyer, Jack and Jeffrey Rosenthal. 2007. *Geoarchaeological Overview of the Nine Bay Area Counties in Caltrans District 4*.
- NETR (National Environmental Title Research). 2022. "Historic Aerials Database." Accessed October 11, 2022. <https://historicaerials.com>.
- NRCS (Natural Resources Conservation Service). 2022. "Web Soil Survey." Accessed October 11, 2022. <https://websoilsurvey.sc.egov.usda.gov/App/HomePage.htm>.
- NREL (National Renewable Energy Laboratory). 2015. *Small Wind Site Assessment Guidelines*. <https://www.nrel.gov/docs/fy15osti/63696.pdf>
- OPR (Governor's Office of Planning and Research). 2018a. Discussion Draft: CEQA and Climate Change Advisory. December 2018.
- OPR. 2018b. Technical Advisory on Evaluating Transportation Impacts in CEQA. Accessed September 21, 2022. http://opr.ca.gov/docs/20190122-743_Technical_Advisory.pdf.
- Praetzellis, Mary. 2004. *SF-80 Bayshore Viaduct Seismic Retrofit Projects Report on Construction monitoring Geoarchaeology, and Technical Interpretive Studies for Historical Archaeology*. Anthropological Studies Center, Sonoma State University, Rohnert Park, California, Prepared for the California Department of Transportation, District 45, Oakland.

- Recology (Recology San Francisco), 2021. San Francisco Annual Rate Report, Rate Year Ending June 30, 2021.
- Rodda, P.U. and N. Baghai, 1993. Late Pleistocene Vertebrates from Downtown San Francisco, California. *Journal of Paleontology*, 67(6): pp. 1058 -1063.
- RWQCB (San Francisco Bay Regional Water Quality Control Board). 2017. Water Quality Control Plan (Basin Plan) for the San Francisco Bay Basin. Accessed October 18, 2022. https://www.waterboards.ca.gov/sanfranciscobay/water_issues/programs/planningtmdls/basinplan/web/docs/ADA_compliant/BP_chapter_2.pdf.
- RWQCB. 2019a. "Impaired Water Bodies." Updated April 2, 2019. Accessed October 18, 2022. https://www.waterboards.ca.gov/water_issues/programs/tmdl/integrated2014_2016.shtml
- RWQCB. 2019b. Order No. R2-2019-0017 NPDES No. CA00338873, 2019.
- San Francisco Recreation and Parks Department. 2022. About Us – Who We Are. <https://sfrecpark.org/419/Who-We-Are>. Accessed December 1, 2022.
- SCA (SCA Environmental Inc.). 2022. Phase I Environmental Site Assessment for 1377 Fell Street San Francisco, California 94117. July 19, 2022.
- SCA. 2023. Limited Phase II Environmental Site Assessment for Commercial Redevelopment SMED #2147, 1377 Fell Street San Francisco, California 94117. January 31, 2023.
- Schlocker, Julius. 1974. *Geology of San Francisco North Quadrangle, California*. US Geological Survey Professional Paper, No. 782. Washington DC.
- SFCTA 2022. Travel Demand Tool, website version 0.3.2, data version 0.3, <https://sftravel-demand.sfcta.org/>, accessed September 21, 2022.
- SFFD (San Francisco Fire Department) 2013. San Francisco Fire Department Annual Report. 2012-2013 Fiscal Year. Accessed September 2, 2022. <https://sf-fire.org/data-reports/annual-report>
- SFFD. 2017. San Francisco Fire Department 2017-2021 Strategic Plan. Accessed September 2, 2022. <https://sf-fire.org/data-reports>.
- SFMTA (San Francisco Municipal Transportation Authority). 2019. San Francisco Bike Map, https://www.sfmta.com/sites/default/files/pdf_map/2020/04/sf_bike_map2019_5.31.19.pdf, 2019, accessed September 21, 2022.
- SFPD (San Francisco Police Department). 2022. Staffing Analysis of the San Francisco Police Department – 2021. Accessed September 2, 2022. <https://www.sanfranciscopolice.org/sites/default/files/2022-03/SFPD2021StaffingAnalysisReport20220307.pdf>.
- SFPUC (San Francisco Public Utilities Commission). 2021. 2020 Urban Water Management Plan. https://sfpuc.org/sites/default/files/programs/local-water/SFPUC_2020_UWMP2020_%20FINAL.pdf
- SFPUC. 2022a. "100-Year Storm Flood Risk Map." Accessed October 15, 2022. <https://sfplanninggis.org/floodmap/>.
- SFPUC. 2022b. "Groundwater." Accessed October 18, 2022. <https://sfpuc.org/programs/water-supply/groundwater>.

- SFPUC. 2022c. *2021 Annual Groundwater Monitoring Report, Westside Basin, San Francisco and San Mateo Counties, California*. May 2022. Accessed October 18, 2022. https://sfpuc.org/sites/default/files/programs/local-water/2021%20Annual%20WSB%20Groundwater%20Monitoring%20Report_reducedsize.pdf.
- SFPUC. 2023. Stormwater Requirements. Accessed February 2, 2023. <https://sfpuc.org/construction-contracts/design-guidelines-standards/stormwater-requirements>.
- SVP (Society of Vertebrate Paleontology). 2010. Standard Procedures for the assessment and mitigation of adverse impacts to paleontological resources. Available: https://vertpaleo.org/wp-content/uploads/2021/01/SVP_Impact_Mitigation_Guidelines.pdf.
- The Climate Registry. 2022. Default Emission Factors. May 2022. <https://www.theclimateregistry.org/wp-content/uploads/2022/06/2022-The-Climate-Registry-Default-Emission-Factors.pdf>.
- UCMP (University of California Museum of Paleontology). 2022a. Paleontological Records Search Request - San Francisco DMV Project (PN: 14408). Unpublished records search results email from the UCMP. Dated 12/15/2022.
- UCMP. 2022b. UCMP Specimen Search. Accessed December 16, 2022. Available: <https://ucmpdb.berkeley.edu/>.
- USDA. 2022. Web Soil Survey. USDA Natural Resources Conservation Service, Soil Survey Staff. <http://websoilsurvey.nrcs.usda.gov/>.
- USGS (U.S. Geological Survey). 2015. UCERF3: A New Earthquake Forecast for California's Complex Fault System. Fact Sheet 2015-3009, March 2015.
- USFWS (U.S. Fish and Wildlife Service). 2022a. Information for Planning and Consultation (IPaC). Accessed September 6, 2022. <https://ipac.ecosphere.fws.gov/location/QDJ6JICT7BHUFQCBQV3ZKSVY2M/resources>.
- USFWS. 2022b. National Wetlands Inventory. U.S. Department of the Interior, Fish and Wildlife Service, Washington, D.C. Accessed September 6, 2022. <http://www.fws.gov/wetlands/>.
- Witter, Robert C., Keith L. Knudsen, Janet M. Sowers, Carl M. Wentworth, Richard D. Koehler, and Carolyn E. Randolph. 2006. *Maps of Quaternary Deposits and Liquefaction Susceptibility in the Central San Francisco Bay Region, California*. US Geological Survey Open-File Report 2006-1037, Online version 1.1, Menlo Park, California, <http://pubs.usgs.gov/of/2006/1037/>, Updated May 5, 2005, Accessed December 2006.

4.2 List of Preparers

Department of General Services

Dakota Smith – Senior Environmental Planner

Dudek

Shawn Shamlou, AICP – Project Director

Daniel Hoffman – Project Manager

Angelica Chiu – Analyst

Eric Schniewind – Hazardous Materials Specialist

Jonathan Lech – Noise Specialist

Katie Haley – Architectural Historian

Matthew Morales – Air Quality, Greenhouse Gas, and Energy Specialist

Michael Williams, PhD – Paleontologist

Mladen Popovic – Transportation Planner

Perry Russell – Geologist

William Burns – Archaeologist

INTENTIONALLY LEFT BLANK