



SAN FRANCISCO PLANNING DEPARTMENT

Executive Summary Conditional Use HEARING DATE: APRIL 25, 2013

1650 Mission St.
Suite 400
San Francisco,
CA 94103-2479

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

Date: April 18, 2013
Case No.: **2004.0482CE!**
Project Address: **5400 GEARY BOULEVARD**
Zoning: NC-3 (Moderate-Scale Neighborhood Commercial) District
40-X Height and Bulk District
Block/Lot: 1450/008
Project Sponsor: Alexandria Enterprises, LLC
c/o Ronald Yu
5418A Geary Boulevard
San Francisco, CA 94132
Staff Contact: Mary Woods – (415) 558-6315
mary.woods@sfgov.org
Recommendation: **Approval with Conditions**

PROJECT DESCRIPTION

The proposed project consists of two components: (1) the renovation of the existing Alexandria Theatre building, and (2) the construction of a new mixed-use building with underground parking on the adjacent surface parking lot. Renovations to the Alexandria Theatre building include the conversion from a three-screen theatre to a 221-seat single-screen theatre, the creation of new retail spaces (6,300 square feet) on the ground floor, and a restaurant space (7,000 square feet) on the second floor. The surface parking lot will be removed and replaced with a new four-story mixed-use development with two levels of underground parking (122 spaces). The new building will contain retail spaces (4,800 square feet) on the ground floor, and 37 dwelling units on the upper floors, including 13 one-bedroom units, 18 two-bedroom units, and 6 three-bedroom units. The development would total approximately 109,000 square feet.

SITE DESCRIPTION AND PRESENT USE

The project is located at the northwest corner of Geary Boulevard and 18th Avenue, in Assessor's Block 1450, Lot 008. The property is located within an NC-3 (Moderate-Scale Neighborhood Commercial) District and 40-X Height and Bulk District. Existing uses on the Project Site include the closed 3-screen Alexandria Theatre, a 53-foot tall, two-story building containing approximately 17,000 square feet, including three small retail establishments fronting on Geary Boulevard, and a 57-space surface parking lot fronting on 18th Avenue. The three existing retail businesses include a gift store, an appliance store and an engineering office. The Alexandria Theatre closed in February, 2004. The parking lot is currently operated by an attendant for fee-based public parking.

SURROUNDING PROPERTIES AND NEIGHBORHOOD

The project site is situated towards the western end of the NC-3 District along the three-mile Geary Boulevard commercial corridor that stretches from the Western Addition to the Outer Richmond, through four neighborhoods. This corridor is bounded by Divisadero Street to the east and 28th Avenue in the west. The MUNI line "38-Geary" runs in front of the Project Site linking the Richmond area to Downtown and the Financial District. Other transit lines are also nearby and are within walking distance of the Site. Except for the commercial uses located on Geary Boulevard, the Project Site is surrounded by predominantly residential dwellings and residentially zoned districts to the west, north and east of the site. To the east of the site on 18th Avenue, existing uses also include a YMCA, a community center, and a church. Buildings on the subject block and facing block on Geary Boulevard range from one to two stories tall with primarily commercial uses on the ground floor and a few residential units on the upper floor. Commercial uses on the subject and facing blocks on Geary Boulevard include a gift store, an appliance store, a comic store, postal supplies store, a dry cleaner, shoe repair, restaurants, banks, grocery stores, a paint store, a medical supply store, and other professional offices. The Clement Street commercial corridor is one block north of the Project Site.

ENVIRONMENTAL REVIEW

On November 24, 2010, the Preliminary Mitigated Negative Declaration (PMND) for the Project was prepared and published for public review. The PMND was available for public comment until January 24, 2011. No appeal of the PMND was filed with the Department.

On May 26, 2011, the Department adopted the Final Mitigated Negative Declaration (FMND) and found that the contents of said report and the procedures through which the FMND was prepared, publicized, and reviewed complied with the California Environmental Quality Act (California Public Resources Code Sections 21000 et seq.) (CEQA), Title 14 California Code of Regulations Sections 15000 et seq. (the "CEQA Guidelines") and Chapter 31 of the San Francisco Administrative Code ("Chapter 31"). The Department found the FMND was adequate, accurate and objective, reflected the independent analysis and judgment of the Planning Department, and approved the FMND for the Project in compliance with CEQA, the CEQA Guidelines and Chapter 31.

Department staff prepared a Mitigation Monitoring and Reporting Program (MMRP), setting forth measures to reduce potential environmental effects. These mitigation measures reduce all potential significant impacts to less than significant levels and are set forth in entirety in the MMRP, attached to the Draft Motion as EXHIBIT C.

HEARING NOTIFICATION

TYPE	REQUIRED PERIOD	REQUIRED NOTICE DATE	ACTUAL NOTICE DATE	ACTUAL PERIOD
Classified News Ad	20 days	April 5, 2013	April 5, 2013	20 days
Posted Notice	20 days	April 5, 2013	April 5, 2013	20 days
Mailed Notice	20 days	April 5, 2013	April 5, 2013	20 days

HISTORY OF REVIEW PROCESS

The original Environmental Evaluation Application was filed on May 19, 2004. The Final Mitigated Negative Declaration (FMND) was adopted on May 26, 2011. Until the environmental study was completed, the Planning Commission could not take any action on the request for a Conditional Use authorization.

The project sponsor held several community outreach meetings beginning in 2010. Issues discussed ranged from the reuse of the existing theatre building, design of the new mixed-use building with retail/commercial uses on the ground floor and dwelling units above, affordability and type of units proposed, feasibility of retail uses in the theatre building, parking and traffic, and street trees.

In November, 2010, the Preliminary Mitigated Negative Declaration was published.

In January, 2011, an informational presentation was made before the Historic Preservation Commission (HPC). A copy of the HPC letter, dated February 15, 2011 which summarizes their comments, is attached for your information. The FMND responded to the comments made by the HPC.

The project sponsor retained a new architect in 2012 for the proposed mixed-use building. Subsequently, a new design for the mixed-use building was submitted on July 24, 2012. It changed from a modern/contemporary design to a Spanish/Mediterranean design more in keeping with the neighborhood character. Various Department staff reviewed the design of the proposed buildings.

PUBLIC COMMENT

- To date, the Department has received one e-mail in opposition to the project expressing concerns related to building security, construction noise and pollution. Staff has met with one neighbor who expressed concerns about the massing of the new mixed-use building, structural integrity/building safety of adjacent buildings during construction, soil stability, and traffic problems along 18th Avenue. Staff has also received general inquiries about the scope of work related to the proposed project. Staff has not received any correspondence in support of the proposed project.

ISSUES AND OTHER CONSIDERATIONS

- The General Plan encourages commercial activities in the neighborhood commercial districts as well as the construction of new dwelling units, including inclusionary affordable units.

REQUIRED COMMISSION ACTION

In order for the project to proceed, the Commission must grant Conditional Use authorization to allow a development lot size exceeding 9,999 square feet and a non-residential use size exceeding 5,999 square feet, in an NC-3 (Moderate-Scale Neighborhood Commercial) District.

BASIS FOR RECOMMENDATION

The Department believes that this project is necessary and/or desirable for the following reasons:

- It will add 37 dwelling units, including 13 one-bedroom units, 18 two-bedroom units, and 6 three-bedroom units. Four inclusionary affordable housing units will also be added to the City's housing stock.
- The project would preserve a historic resource, the Alexandria Theatre, built in 1923.
- The adaptive re-use of the existing theatre building will remove a blighted site and bring activity to this portion of the commercial corridor.
- New retail storefronts will be provided in the existing and new buildings along 18th Avenue. This will add new pedestrian interest and vitality along 18th Avenue.

RECOMMENDATION: Approval with Conditions
--

Attachments:

Draft Motion (includes EXHIBIT A)

Zoning/Parcel Map

Sanborn Map

Streetview Photograph

Zoning Map

The Historic Preservation Commission (HPC) Letter

Project Sponsor Submittal, including:

- Affidavit for Compliance with the Inclusionary Affordable Housing Program
- Affidavit for First Source Hiring Program
- Reduced Plans (EXHIBIT B)
- Site Photographs

Mitigation Monitoring and Reporting Program (EXHIBIT C)

- Final Mitigated Negative Declaration

Attachment Checklist

- | | |
|---|---|
| <input checked="" type="checkbox"/> Executive Summary | <input checked="" type="checkbox"/> Project sponsor submittal - EXHIBIT B |
| <input checked="" type="checkbox"/> Draft Motion (includes EXHIBIT A) | Drawings: <u>Existing Conditions</u> |
| <input checked="" type="checkbox"/> Environmental Determination | <input checked="" type="checkbox"/> Check for legibility |
| <input checked="" type="checkbox"/> Zoning District Map | Drawings: <u>Proposed Project</u> |
| <input checked="" type="checkbox"/> Height & Bulk Map | <input checked="" type="checkbox"/> Check for legibility |
| <input checked="" type="checkbox"/> Parcel Map | <input checked="" type="checkbox"/> CEQA Findings |
| <input checked="" type="checkbox"/> Sanborn Map | <input checked="" type="checkbox"/> Mitigation Monitoring and Reporting Program - EXHIBIT C |
| <input checked="" type="checkbox"/> Streetview Photo | <input checked="" type="checkbox"/> Final Mitigate Negative Declaration |
| <input checked="" type="checkbox"/> Context Photos | <input checked="" type="checkbox"/> First Source Hiring Program Affidavit |
| <input checked="" type="checkbox"/> Site Photos | <input checked="" type="checkbox"/> Inclusionary Housing Affidavit |

Exhibits above marked with an "X" are included in this packet



Planner's Initials

mwg:\documents\cu\5400Geary-exesum



SAN FRANCISCO PLANNING DEPARTMENT

Subject to: (Select only if applicable)

- Inclusionary Housing (Sec. 415)
- Jobs Housing Linkage Program (Sec. 313)
- Downtown Park Fee (Sec. 139)
- Better Streets Plan (Sec. 138.1)
- First Source Hiring (Admin. Code Chapter 83)
- Transit Impact Development Fee (Sec. 411)

1650 Mission St.
Suite 400
San Francisco,
CA 94103-2479

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

Planning Commission Draft Motion HEARING DATE: APRIL 25, 2013

Date: April 18, 2013
Case No.: **2004.0482CE!**
Project Address: **5400 GEARY BOULEVARD**
Zoning: NC-3 (Moderate-Scale Neighborhood Commercial) District
 40-X Height and Bulk District
Block/Lot: 1450/008
Project Sponsor: Alexandria Enterprises, LLC
 c/o Ronald Yu
 5418A Geary Boulevard
 San Francisco, CA 94132
Staff Contact: Mary Woods – (415) 558-6315
mary.woods@sfgov.org

ADOPTING FINDINGS RELATING TO THE APPROVAL OF A CONDITIONAL USE AUTHORIZATION PURSUANT TO SECTIONS 121.1, 121.2, 303(C), 712.11 AND 712.21 OF THE PLANNING CODE TO ALLOW A DEVELOPMENT LOT SIZE EXCEEDING 9,999 SQUARE FEET AND A NON-RESIDENTIAL USE SIZE EXCEEDING 5,999 SQUARE FEET, IN AN NC-3 (MODERATE-SCALE NEIGHBORHOOD COMMERCIAL) DISTRICT AND 40-X HEIGHT AND BULK DISTRICT.

PREAMBLE

On June 1, 2004, Alexandria Enterprises, LLC (hereinafter "Project Sponsor") filed an application with the Planning Department (hereinafter "Department") for Conditional Use authorization under Planning Code Sections 121.1, 121.2, 303(c), 712.11 and 712.21 to allow a development lot size exceeding 9,999 square feet and a non-residential use size exceeding 5,999 square feet, in an NC-3 (Moderate-Scale Neighborhood Commercial) District, and 40-X Height and Bulk District.

On April 25, 2013, the San Francisco Planning Commission (hereinafter "Commission") conducted a duly noticed public hearing at a regularly scheduled meeting on Conditional Use Application No. 2004.0482CE!.

On November 24, 2010, the Preliminary Mitigated Negative Declaration (PMND) for the Project was prepared and published for public review; and,

The PMND was available for public comment until January 24, 2011. No appeal of the PMND was filed with the Department; and

On May 26, 2011, the Department adopted the Final Mitigated Negative Declaration (FMND) and found that the contents of said report and the procedures through which the FMND was prepared, publicized, and reviewed complied with the California Environmental Quality Act (California Public Resources Code Sections 21000 et seq.) (CEQA), Title 14 California Code of Regulations Sections 15000 et seq. (the "CEQA Guidelines") and Chapter 31 of the San Francisco Administrative Code ("Chapter 31"); and

The Department found the FMND was adequate, accurate and objective, reflected the independent analysis and judgment of the Planning Department, and approved the FMND for the Project in compliance with CEQA, the CEQA Guidelines and Chapter 31.

Department staff prepared a Mitigation Monitoring and Reporting Program (MMRP), setting forth measures to reduce potential environmental effects. These mitigation measures reduce all potential significant impacts to less than significant levels and are set forth in entirety in the MMRP, attached to the Draft Motion as EXHIBIT C.

These materials were made available to the public and this Commission for this Commission's review, consideration and action.

The Department is the custodian of records, located in the File for Case No. 2004.0482E, at 1650 Mission Street, Fourth Floor, San Francisco, California.

The Commission has heard and considered the testimony presented to it at the public hearing and has further considered written materials and oral testimony presented on behalf of the Project Sponsor, Department staff, and other interested parties.

MOVED, that the Commission hereby authorizes the Conditional Use requested in Application No. 2004.0482CE!, subject to the conditions contained in "EXHIBIT A" of this motion, based on the following findings:

FINDINGS

Having reviewed the materials identified in the preamble above, and having heard all testimony and arguments, this Commission finds, concludes, and determines as follows:

1. The above recitals are accurate and constitute findings of this Commission.
2. **Site Description and Present Use.** The Project is located at the northwest corner of Geary Boulevard and 18th Avenue, in Assessor's Block 1450, Lot 008. The property is located within an NC-3 (Moderate-Scale Neighborhood Commercial) District and 40-X Height and Bulk District.

Existing uses on the Project Site include the closed 3-screen Alexandria Theatre, a 53-foot tall, two-story building containing approximately 17,000 square feet, including three small retail establishments fronting on Geary Boulevard, and a 57-space surface parking lot fronting on 18th Avenue. The three existing retail businesses include a gift store, an appliance store and an engineering office. The Alexandria Theatre closed in February, 2004. The parking lot is currently operated by an attendant for fee-based public parking.

3. **Surrounding Properties and Neighborhood.** The Project Site is situated towards the western end of the NC-3 District along the three-mile Geary Boulevard commercial corridor that stretches from the Western Addition to the Outer Richmond, through four neighborhoods. This corridor is bounded by Divisadero Street to the east and 28th Avenue in the west. The MUNI line "38-Geary" runs in front of the Project Site linking the Richmond area to Downtown and the Financial District. Other transit lines are also nearby and are within walking distance of the Site. Except for the commercial uses located on Geary Boulevard, the Project Site is surrounded by predominantly residential dwellings and residentially zoned districts to the west, north and east of the site. To the east of the site on 18th Avenue, existing uses also include a YMCA, a community center, and a church. Buildings on the subject block and facing block on Geary Boulevard range from one to two stories tall with primarily commercial uses on the ground floor and a few residential units on the upper floor. Commercial uses on the subject and facing blocks on Geary Boulevard include a gift store, an appliance store, a comic store, postal supplies store, a dry cleaner, shoe repair, restaurants, banks, grocery stores, a paint store, a medical supply store, and other professional offices. The Clement Street commercial corridor is one block north of the Project Site.
4. **Project Description.** The proposed Project consists of two components: (1) the renovation of the existing Alexandria Theatre building, and (2) the construction of a new mixed-use building with underground parking on the adjacent surface parking lot. Renovations to the Alexandria Theatre building include the conversion from a three-screen theatre to a 221-seat single-screen theatre, the creation of new retail spaces (6,300 square feet) on the ground floor, and a restaurant space (7,000 square feet) on the second floor. The surface parking lot will be removed and replaced with a new four-story mixed-use development with two levels of underground parking (122 spaces). The new building will contain retail spaces (4,800 square feet) on the ground floor, and 37 dwelling units on the upper floors, including 13 one-bedroom units, 18 two-bedroom units, and 6 three-bedroom units. The development would total approximately 109,000 square feet.

Section 312 -neighborhood notification was conducted in conjunction with the Conditional Use authorization process.

5. **Public Comment.** To date, the Department has received one e-mail in opposition to the Project expressing concerns related to building security, construction noise and pollution. Staff has met with one neighbor who expressed concerns about the massing of the new mixed-use building, structural integrity/building safety of adjacent buildings during construction, soil stability, and traffic problems along 18th Avenue. Staff has also received general inquiries about the scope of work related to the proposed Project. Staff has not received any correspondence in support of the

proposed project. The Project Sponsor and its representatives held several community outreach meetings beginning in 2010. Issues discussed ranged from the reuse of the existing theatre building, design of the new mixed-use building with retail/commercial uses on the ground floor and dwelling units above, affordability and type of units proposed, feasibility of retail uses in the theatre building, parking and traffic, and street trees.

6. **First Source Hiring Program.** The Project is subject to the requirements of the First Source Hiring Program (Chapter 83 of the Administrative Code) for projects creating ten (10) or more new residential units. The Project Sponsor will comply with the requirements of this Program. Prior to the issuance of any Building Permit or a First Addendum to a Site Permit, the Project Sponsor will have an approved and signed First Source Hiring Memorandum of Understanding (MOU) from the First Source Hiring Administrator, which will be evidenced in writing. This MOU will include Exhibit A, Construction First Source Hiring Agreement, and Exhibit B, End-Use First Source Hiring Agreement. Before the Commission can act on the Project, the Project Sponsor must complete the "Affidavit for First Source Hiring Program".

The Project Sponsor has submitted a complete Affidavit for First Source Hiring Program, a copy of which is attached to the Draft Motion

7. **Planning Code Compliance:** The Commission finds that the Project is consistent with the relevant provisions of the Planning Code in the following manner:

- A. **Large Lot Development.** Sections 121.1 and 712.11 state that a Conditional Use authorization is required for development of large lot size exceeding 9,999 square feet in Neighborhood Commercial Districts.

The existing lot is irregular-shaped with an area of approximately 37,000 square feet.

- B. **Non-Residential Use Size.** Sections 121.2 and 712.21 state that a Conditional Use authorization is required for development of large lot size exceeding 5,999 square feet in Neighborhood Commercial Districts.

The existing theatre building contains approximately 17,000 square feet of non-residential uses. The Project proposes to add an additional 69,000 square feet of non-residential uses, including new retail spaces, a restaurant, and two levels of underground parking for 122 spaces.

- C. **Basic Floor Area Ratio.** Section 124 limits the building square footage to 3.6 square feet of building area for every 1 square feet of lot area, or approximately 134,000 square feet of building area for the subject site. However, in NC Districts, the FAR limits do not apply to dwellings or to other residential uses per Section 124(b).

The entire Project would total approximately 109,000 square feet, of which, approximately 40,000 square feet is related to residential uses.

- D. **Front Setback.** Section 132 is not applicable. There is no front setback requirement for buildings in NC-3 Districts.
- E. **Rear Yard.** Section 134(a)(1) requires that a rear yard equal to 25% of the lot depth be provided opposite the site's frontage. Further, Section 134(a)(1)(C) requires that in NC-3 Districts, rear yards must be provided at the lowest story containing a dwelling unit, and at each succeeding story of the building.

The new mixed-use building has a 30-foot rear yard setback (25% of the 120-foot lot depth) at all the residential levels. The Project provides a single rear yard totaling approximately 6,000 square feet.

- F. **Useable Open Space.** Section 135 typically requires 80 square feet of usable open space be provided for every dwelling unit, when provided as private open space, in NC-3 Districts. The open space requirement must be multiplied by 1.33 when provided as common open space.

For the proposed 37-unit Project, approximately 4,000 square feet of common useable open space would be required. For 30 of the units, the Project will provide common useable open space at the rear yard totaling approximately 4,300 square feet (3,200 square feet required). Additional common useable open space is also provided on the second floor interior courtyard, totaling approximately 1,800 square feet. The remaining seven units contain private useable open space in the form of private decks and yards, totaling approximately 1,300 (560 square feet required). All private open spaces meet the minimum area requirements of the Code.

- G. **Better Streets Plan.** Section 138.1 establishes requirements for the improvement of the public right-of-way associated with development projects, such that the public right-of-way may be safe, accessible, convenient and attractive to pedestrian use and travel by all modes of transportation.

The Project's streetscape and pedestrian improvements include a mid-block bulb-out on 18th Avenue, a small mid-block public plaza on 18th Avenue at the junction of the existing theatre building and the new mixed-use building, new street trees on both Geary Boulevard and 18th Avenue, permeable paving, benches and moveable seating, motorcycle and bike parking, lighting fixtures, and various hedges and plantings along 18th Avenue.

- H. **Dwelling Unit Exposure.** Section 140 requires that all dwelling units face a public street or side yard at least 25 feet in width, a required rear yard, or an open area of 25 feet in width.

All of the units in the proposed Project meet this requirement.

- I. **Street Frontage in Neighborhood Commercial Districts.** Section 145.1 requires in NC Districts containing specific uses, including retail stores, that building lobbies do not exceed 40 feet of building frontage, that parking entrances are no more than 20 feet wide, that ground floors have a minimum 10-foot ceiling height, and that the ground floor street

frontage be at least 60% transparent in order to allow visibility to the inside of the building. The use of dark or mirrored glass shall not count towards the required transparent area. Any decorative railings or decorated grille work, other than wire mesh, which is placed in front or behind ground floor windows, shall be at least 75 percent open to perpendicular view.

The proposed Project is consistent with the relevant provisions under Section 145.1. The proposed two lobbies totals 20 feet in width. The parking entrance is 15 wide. The ground floor ceiling height is 11 feet. Along 18th Avenue, new transparency/glazing will be added to the existing theatre building totaling 62%, while the new mixed-use building will have 70% transparency at the street frontage.

- J. Parking.** Section 151 requires one off-street parking space for each dwelling unit; one off-street parking space for each 200 square feet of occupied floor area where the occupied floor area exceeds 5,000 square feet for restaurants; one off-street parking space for each 500 square feet of occupied floor area up to 20,000 where the occupied floor area exceeds 5,000 square feet for retail stores, and one off-street parking space for each 8 seats over 50 seats for movie theatres. Section 152 requires one off-street freight loading space for retail stores where the gross floor area of structure or use is over 10,000 square feet but less than 60,000 square feet in newly constructed structures. Section 155(i) requires one handicapped parking space for each 25 off-street parking spaces provided. Sections 155(j), 155.2(c) and 155.4(e) require 1 bicycle space for every 20 automobile spaces for garages containing between 120 and 500 automobile spaces, where the most restrictive provisions prevail. Section 155.4(f) requires that new and existing commercial buildings must provide adequate signs or notices to advertise the availability of bicycle parking. Section 166 requires one car sharing space for the first 50 spaces plus one for every additional 50 spaces.

The proposed Project meets the provisions of the parking requirements as follows: 37 spaces for the dwelling units, 25 spaces for the retail stores, 32 spaces for the restaurant, 28 spaces for the movie theatre, for a total of 122 spaces for the Project. The Project will also provide two car share spaces and six handicapped spaces at the site.

The Project would not be required to have off-street freight loading spaces because the Project proposes approximately 5,000 square feet of retail uses in a new four-story building. The existing theatre building at approximately 19,000 square feet contains no off-street freight loading space.

The Project would be required to provide 6 bicycle parking spaces. The existing site contains no bicycle parking spaces. The Project proposes to add 20 "Class 1" bicycle parking spaces at the new mixed-use building, as well as additional on-street bicycle and motorcycle parking. Adequate signs or notices of the availability of bicycle parking will be provided at the Project Site.

- K. Residential Density.** Sections 207.4 and 712.91, which set forth density restrictions for dwelling units in NC Districts, state that one dwelling unit is allowed for each 600 square feet of lot area.

Based on a lot area of approximately 37,000 square feet, 62 dwelling units are permitted. The Project proposes to develop 37 dwelling units, four of which (12%) will be inclusionary affordable units.

- L. Change in Use/Demolition of a Movie Theatre.** Section 303(k) states that a change in use or demolition of a movie theatre use must meet the additional criteria set forth under this Section in addition to Section 303(c).

This Code Section does not apply to the proposed Project since the Project's environmental evaluation application was filed on May 19, 2004, prior to the effective date of July 27, 2004. However, renovations to the existing theatre building include the conversion from a three-screen theatre to a 221-seat single-screen theatre on the second floor.

- M. Transit Impact Development Fee.** Sections 411 through 411.8 authorizes the imposition of certain development impact fees on new non-residential development projects or conversion of non-residential space of at least 800 gross square feet to offset impacts on the transit system. Land use categories for all impact fees are defined in Section 401.

The Project Sponsor will comply with the requirements of this section prior to the issuance of a Site Permit.

- N. Inclusionary Affordable Housing Program.** Section 415 (formerly Section 315) sets forth the requirements and procedures for the Inclusionary Affordable Housing Program. Under Planning Code Section 415.3, these requirements apply to projects that consist of ten or more units, where the first application (EE or BPA) was applied for before July 18, 2006. Pursuant to Planning Code Section 415.5 and 415.6, the Project is meeting the Inclusionary Affordable Housing Program requirement through the On-site Affordable Housing Alternative by providing 12% of the proposed dwelling units as affordable.

The Project Sponsor has demonstrated that it is eligible for the On-Site Affordable Housing Alternative under Planning Code Section 415.5 and 415.6, and has submitted an 'Affidavit of Compliance with the Inclusionary Affordable Housing Program: Planning Code Section 415,' to satisfy the requirements of the Inclusionary Affordable Housing Program by providing the affordable housing on-site instead of through payment of the Affordable Housing Fee. In order for the Project Sponsor to be eligible for the On-Site Affordable Housing Alternative, the Project Sponsor must submit an 'Affidavit of Compliance with the Inclusionary Affordable Housing Program: Planning Code Section 415,' to the Planning Department stating that any affordable units designated as on-site units shall be sold as ownership units and will remain as ownership units for the life of the project. The Project Sponsor submitted such Affidavit on April 16, 2013. The EE application was submitted on May 19, 2004. Four units (1 one-bedroom, 2 two-bedroom, and 1 three-bedroom) of the 37 units provided will be affordable units. If the Project becomes ineligible to meet its Inclusionary Affordable Housing Program obligation through the On-site Affordable Housing Alternative, it must pay the Affordable Housing Fee with interest, if applicable.

- O. **Signage.** Any proposed signage will be subject to the review and approval of the Planning Department and must comply with Article 6 of the Planning Code.
8. **Planning Code Section 303(c)** establishes criteria for the Planning Commission to consider when reviewing applications for Conditional Use approval. On balance, the Project does comply with said criteria in that:
- A. The proposed uses and building, at the size and intensity contemplated and at the proposed location, will provide a development that is necessary or desirable, and compatible with, the neighborhood or the community.

The Geary Boulevard corridor is one of the longest continuous neighborhood commercial districts in the City stretching from Divisadero Street to the east to 28th Avenue in the west. The existing Alexandria Theatre building was built in 1923. It was a neighborhood movie theatre until closing in 2004. The theatre building has been vacant since then; however, the three small retail storefronts and engineering office along Geary Boulevard remain in operation. The proposed Project consists of two components: (1) the renovation of the existing Alexandria Theatre building, and (2) the construction of a new mixed-use building with underground parking on the adjacent surface parking lot. Renovations to the Alexandria Theatre building include the conversion from a three-screen theatre to a 221-seat single-screen theatre, the creation of new retail spaces (6,300 square feet) on the ground floor, and a restaurant space (7,000 square feet) on the second floor. The surface parking lot will be removed and replaced with a new four-story mixed-use development with two levels of underground parking for 122 spaces. The new building will contain retail spaces (4,800 square feet) on the ground floor, and 37 dwelling units on the upper floors. The development would total approximately 109,000 square feet. The Project is necessary and desirable because the adaptive re-use of the existing theatre building will remove a blighted site and bring activity to this portion of the commercial corridor. The new mixed-use development will add 37 dwelling units to the City's housing stock, 12% of which will be inclusionary affordable units. New retail storefronts will be provided at the existing and new buildings along 18th Avenue. This will add new pedestrian interest and vitality along 18th Avenue.

The proposed Project will be built to today's Green Building and sustainability requirements under both "Build It Green's" Green Point Rating System and the U.S. Green Building Council's LEED program. In addition, the local codes also have requirements to develop and implement pollution prevention and site run-off controls as required by the City's Public Utilities Commission. The Project proposes to meet or exceed these requirements, according to the Project architect.

- (1) In Neighborhood Commercial Districts, if the proposed development lot exceeds the limitation (9,999 square feet) found in Planning Code Section 121.1, the following shall be considered:
- (i) The mass and façade of the proposed structure are compatible with the existing scale of the district; and

The proposed Project is compatible with the existing scale of the district in that it is typified by ground floor commercial uses with housing on the upper floors. Prominent buildings in mass and scale occupy corner lots, such as the existing Alexandria Theatre building. The new four-story building is typical of the surrounding three to four-story residential buildings in the district.

- (ii) The façade of the proposed structure is compatible with design features of adjacent facades that contribute to the positive visual quality of the district.

The addition of storefront entrances along the east side of the existing theatre building along 18th Avenue will relieve an existing blank wall and create a street façade compatible with those along Geary Boulevard. The design of the residential portions of the new mixed-use building takes into account neighboring residential developments by using scale, materials, and architectural elements, such as bays and cornices to relate to the older residential streetscape to the north along 18th Avenue. The overall character of the new mixed-use building is Spanish/Mediterranean of a type that was popular in the 1920s when both the Alexandria Theatre and much of the housing in the surrounding Richmond neighborhood was built. The visual mass of the asymmetrical silhouette is broken down with square and semi-octagonal bay windows, an arcaded ground floor level, variations in surface color to differentiating the bays and inset balconies at the top floor.

- (2) In Neighborhood Commercial Districts, if the proposed use is to be located at a location in which the square footage exceeds the limitation (5,999 square feet) found in Planning Code Section 121.2(a), the following shall be considered:

- i. The intensity of activity in the district is not such that allowing the larger use will be likely to foreclose the location of other needed neighborhood-serving uses in the area; and

The Project area consists of a wide variety of neighborhood-serving uses. No uses would be foreclosed by the Project. The existing retail stores on the ground floor of the theatre building will not be foreclosed. Any potential tenants in the new retail spaces will need to seek permit approvals and meet the requirements of the NC-3 zoning provisions.

- ii. The proposed use will serve the neighborhood, in whole or in significant part, and the nature of the use requires a larger size in order to function; and

The renovated theatre building will house a variety of uses that are permitted within the zoning district. Although the Project has a total of approximately 12,000 square feet of retail/commercial spaces in the overall project, they are not contiguous; rather, they are broken down into three different components: existing storefronts along Geary Boulevard, new retail spaces inside the existing theatre building, and ground floor storefronts in the

new mixed-use building. The commercial spaces in the existing and new mixed-use buildings may be further reduced in size to suit the needs of potential tenants.

- iii. The building in which the use is to be located is designed in discrete elements which respect the scale of development in the district; and

The Project consists of two discrete buildings. The theatre building has existed at the site since 1923. The building was much larger than its immediate neighboring context, featuring blade signs that towered over the retail strip below, like a church spire. The signs are visible from a distance of many blocks away. In addition, the theatre building is situated on a corner lot, so that its larger form is an anchor as a destination place.

The new mixed-use building, with its varied materials, bay windows and balconies, is broken down to minimize the mass of the building, and provide interest at the pedestrian level.

- B. The proposed project will not be detrimental to the health, safety, convenience or general welfare of persons residing or working in the vicinity. There are no features of the project that could be detrimental to the health, safety or convenience of those residing or working the area, in that:

- i. Nature of proposed site, including its size and shape, and the proposed size, shape and arrangement of structures;

The height and bulk of the existing theatre building will remain the same. The Project proposes to renovate the inside of the theatre building by adding a new restaurant, a 221-seat theatre, and retail stores. The existing surface parking lot will be replaced with a four-story mixed-use building with two levels of underground parking. The Project Site is a corner lot with two street frontages, Geary Boulevard and 18th Avenue. The design of the new building has been created to be compatible with the scale and context of the surrounding neighborhood.

- ii. The accessibility and traffic patterns for persons and vehicles, the type and volume of such traffic, and the adequacy of proposed off-street parking and loading;

The Project Site is well-served by public transit. Several MUNI transit lines run directly in front of or near the Site. The Project proposes a two-level underground parking for 122 cars, including 2 car share spaces, 20 bicycle spaces, as well as on-street bicycle and motorcycle parking.

- iii. The safeguards afforded to prevent noxious or offensive emissions such as noise, glare, dust and odor;

No noxious or offensive emissions will be associated with the Project.

- iv. Treatment given, as appropriate, to such aspects as landscaping, screening, open spaces, parking and loading areas, service areas, lighting and signs;

The Project provides both private and common useable open space at the ground floor rear yard and at the upper floor interior courtyard. The Project's streetscape and pedestrian improvements include a mid-block bulb-out on 18th Avenue, a small mid-block public plaza on 18th Avenue at the junction of the existing theatre building and the new mixed-use building, new street trees on both Geary Boulevard and 18th Avenue, permeable paving, benches and moveable seating, motorcycle and bike parking, lighting fixtures, and various hedges and plantings along 18th Avenue.

- C. That the use as proposed will comply with the applicable provisions of the Planning Code and will not adversely affect the General Plan.

The Project complies with relevant requirements and standards of the Planning Code, and is consistent with objectives and policies of the General Plan as detailed below.

- D. That the use as proposed would provide development that is in conformity with the purpose of the applicable Neighborhood Commercial District.

The proposed Project is consistent with the stated purpose of the NC-3 (Moderate-Scale Neighborhood Commercial) District in that the intended use is to renovate an existing theatre building and replace an underutilized parking lot with a mixed use development. The larger lot size and use size are required due to the irregularly-shaped lot.

9. **General Plan Compliance.** The Project is, on balance, consistent with the following Objectives and Policies of the General Plan:

HOUSING ELEMENT

Objectives and Policies

OBJECTIVE 1:

IDENTIFY AND MAKE AVAILABLE FOR DEVELOPEMNT ADEQUATE SITES TO MEET THE CITY'S HOUSING NEEDS, ESPECIALLY PERMANENTLY AFFORDABLE HOUSING.

Policy 1.1:

Plan for the full range of housing needs in the City and County of San Francisco, especially affordable housing.

Policy 1.8:

Promote mixed-use development, and include housing, particularly permanently affordable housing, in new commercial, institutional or other single use development projects.

Policy 1.10

Support new housing projects, especially affordable housing, where households can easily rely on public transportation, walking and bicycling for the majority of daily trips.

The new mixed-use building will contain retail spaces (approximately 4,800 square feet) on the ground floor, and 37 dwelling units on the upper floors, including 13 one-bedroom units, 18 two-bedroom units, and 6 three-bedroom units. The Project will provide four on-site inclusionary affordable housing units.

OBJECTIVE 11:

SUPPORT AND RESPECT THE DIVERSE AND DISTINCT CHARACTER OF SAN FRANCISCO'S NEIGHBORHOODS.

Policy 11.1:

Promote the construction and rehabilitation of well-designed housing that emphasizes beauty, flexibility, and innovative design, and respects existing neighborhood character.

Policy 11.6

Foster a sense of community through architectural design, using features that promote community interaction

The Project will provide streetscape and pedestrian improvements that include a mid-block bulb-out, a small public plaza with seating and open space, allowing people to meet and interact informally and foster the neighborhood's social experiences and offerings.

COMMERCE AND INDUSTRY ELEMENT

Objectives and Policies

OBJECTIVE 6:

MAINTAIN AND STRENGTHEN VIABLE NEIGHBORHOOD COMMERCIAL AREAS EASILY ACCESSIBLE TO CITY RESIDENTS.

Policy 6.1:

Ensure and encourage the retention and provision of neighborhood-serving goods and services in the city's neighborhood commercial districts, while recognizing and encouraging diversity among the districts.

Policy 6.3

Preserve and promote the mixed commercial-residential character in neighborhood commercial districts. Strike a balance between the preservation of existing affordable housing and needed expansion of commercial activity.

Policy 6.9

Regulate uses so that traffic impacts and parking problems are minimized

No commercial tenant would be displaced. The Project would not prevent the district from achieving optimal diversity in the types of goods and services available in the neighborhood. The Project will provide desirable goods and services to the neighborhood and will provide resident employment opportunities to those in the community. Further, the Project Site is located within a Neighborhood Commercial District and is thus consistent with activities in the commercial land use plan. The Project will also provide adequate on-site parking to meet the needs of the commercial and residential uses so that the Project will not significantly increase traffic congestion or parking problems in the neighborhood.

URBAN DESIGN ELEMENT

Objectives and Policies

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 1.3:

Recognize that buildings, when seen together, produce a total effect that characterizes the city and its districts.

Policy 1.10:

Indicate the purposes of streets by adopting and implementing the Better Streets Plan, which identifies a hierarchy of street types and appropriate streetscape elements for each street type.

The Project's streetscape and pedestrian improvements include a mid-block bulb-out on 18th Avenue, a small mid-block public plaza on 18th Avenue at the junction of the existing theatre building and the new mixed-use building, new street trees on both Geary Boulevard and 18th Avenue, permeable paving, benches and moveable seating, motorcycle and bike parking, lighting fixtures, and various hedges and plantings along 18th Avenue.

OBJECTIVE 2:

CONSERVATION OF RESOURCES WHICH PROVIDE A SENSE OF NATURE, CONTINUITY WITH THE PAST, AND FREEDOM FROM OVERCROWDING.

Policy 2.5:

Use care in remodeling of older buildings, in order to enhance rather than weaken the original character of such buildings.

Policy 2.6:

Respect the character of older development nearby in the design of new buildings.

The Project consists of two components: (1) the renovation of the existing Alexandria Theatre building, built circa 1923, and (2) the construction of a new four-story mixed-use building on the adjacent surface parking lot. Renovations to the Alexandria Theatre building, while retaining all of its unique historic

character defining features, will include new commercial, restaurant and theatre uses. The surface parking lot will be removed and replaced with a new four-story mixed-use development with two levels of underground parking for 122 spaces.

10. **Planning Code Section 101.1(b)** establishes eight priority-planning policies and requires review of permits for consistency with said policies. On balance, the project does comply with said policies in that:

- A. That existing neighborhood-serving retail uses be preserved and enhanced and future opportunities for resident employment in and ownership of such businesses be enhanced.

The proposed Project will preserve a neighborhood theatre while adding new retail spaces and a restaurant to the existing theatre building. The Project will also replace an underutilized parking lot with a new four-story mixed-use development with retail storefronts on the ground floor and 37 dwelling units in the upper floors. The Project's new retail spaces will offer new employment opportunities and business ownerships.

- B. That existing housing and neighborhood character be conserved and protected in order to preserve the cultural and economic diversity of our neighborhoods.

With the adaptive reuse of the theatre building, the existing neighborhood character will be preserved and enhanced. The design of the new mixed-use building will be compatible with the scale and design of the existing neighborhood.

- C. That the City's supply of affordable housing be preserved and enhanced,

The Project will add four inclusionary affordable housing units to the City's housing stock.

- D. That commuter traffic not impede MUNI transit service or overburden our streets or neighborhood parking.

The Project Site is well-served by public transit. Several MUNI transit lines run directly in front of or near the Site. The Project proposes a two-level underground parking for 122 cars, including 2 car share spaces, 20 bicycle spaces, as well as on-street bicycle and motorcycle parking.

- E. That a diverse economic base be maintained by protecting our industrial and service sectors from displacement due to commercial office development, and that future opportunities for resident employment and ownership in these sectors be enhanced.

The Project will not displace any service or industry establishment. The Project will not affect industrial or service sector uses or related employment opportunities. Ownership of industrial or service sector businesses will not be affected by this Project.

- F. That the City achieves the greatest possible preparedness to protect against injury and loss of life in an earthquake.

The Project will comply with all current earthquake safety requirements of the City's Building Code for the new building as well as the existing theatre building.

- G. That landmarks and historic buildings be preserved.

While the existing 1923 theatre building is not a landmark, it is considered a historic resource under CEQA. It will not be significantly altered as part of the Project.

- H. That our parks and open space and their access to sunlight and vistas be protected from development.

The Project will maintain the existing theatre building's envelope and height, while the new building will not exceed the 40-foot height limit; therefore, the Project will not affect existing parks and open spaces.

11. The Project is consistent with and would promote the general and specific purposes of the Code provided under Section 101.1(b) in that, as designed, the Project would contribute to the character and stability of the neighborhood and would constitute a beneficial development.
12. The Commission hereby finds that approval of the Conditional Use authorization would promote the health, safety and welfare of the City.

DECISION

That based upon the Record, the submissions by the Project Sponsor, the staff of the Department and other interested parties, the oral testimony presented to this Commission at the public hearings, and all other written materials submitted by all parties, the Commission hereby **APPROVES Conditional Use Application No. 2004.0482CE!** subject to the following conditions attached hereto as "EXHIBIT A" in general conformance with plans filed with the Application, dated April 5, 2013 and labeled "EXHIBIT B", which is incorporated herein by reference as though fully set forth.

The Commission has reviewed and considered the Final Mitigated Negative Declaration (FMND) and the Mitigation Monitoring and Reporting Program (MMRP), and the record as a whole and finds that there is no substantial evidence that the project will have a significant effect on the environment with the adoption of the mitigation measures contained in the MMRP to avoid potential significant environmental effects associated with the Project.

The Commission hereby adopts the FMND and MMRP attached hereto as EXHIBIT C and incorporated herein as part of this Motion by this reference thereto. All required mitigation measures identified in the FMND and contained in the MMRP are included as conditions of approval.

The Commission further finds that since the FMND was finalized, there have been no substantial project changes and no substantial changes in project circumstances that would require major revisions to the FMND due to the involvement of new significant environmental effects or an increase in the severity of previously identified significant impacts, and there is no new information of substantial importance that would change the conclusions set forth in the FMND.

APPEAL AND EFFECTIVE DATE OF MOTION: Any aggrieved person may appeal this Conditional Use Authorization to the Board of Supervisors within thirty (30) days after the date of this Motion No. _____. The effective date of this Motion shall be the date of this Motion if not appealed (After the 30-day period has expired) OR the date of the decision of the Board of Supervisors if appealed to the Board of Supervisors. For further information, please contact the Board of Supervisors at (415) 554-5184, City Hall, Room 244, 1 Dr. Carlton B. Goodlett Place, San Francisco, CA 94102.

I hereby certify that the Planning Commission ADOPTED the foregoing Motion on April 25, 2013.

Jonas P. Ionin
Acting Commission Secretary

AYES:
NAYS:
ABSENT:

ADOPTED: April 25, 2013

EXHIBIT A

Conditions of Approval

AUTHORIZATION

This authorization is for a Conditional Use Authorization to allow a development lot size exceeding 9,999 square feet and a non-residential use size exceeding 5,999 square feet, pursuant to Planning Code Sections 121.1, 121.2, 303(c), 712.11 and 712.21, in an NC-3 (Moderate-Scale Neighborhood Commercial) District, and 40-X Height and Bulk District; in general conformance with plans dated April 5, 2013 and labeled "EXHIBIT B" included in the docket for Case No. 2004.0482CE! and subject to conditions of approval reviewed and approved by the Commission on April 25, 2013 under Motion No. _____.

This authorization and the conditions contained herein run with the property and not with a particular Project Sponsor, business, or operator.

RECORDATION OF CONDITIONS OF APPROVAL

Prior to the issuance of the Building Permit Application or commencement of use for the project, the Zoning Administrator shall approve and order the recordation of a Notice in the Official Records of the Recorder of the City and County of San Francisco for the subject property. This Notice shall state that the Project is subject to the conditions of approval contained herein and reviewed and approved by the Planning Commission on April 25, 2013 under Motion No. _____.

PRINTING OF CONDITIONS OF APPROVAL ON PLANS

The conditions of approval under the "EXHIBIT A" of this Planning Commission Motion No. _____ shall be reproduced on the Index Sheet of construction plans submitted with the Site or Building Permit Application for the Project. The Index Sheet of the construction plans shall reference to the Conditional Use authorization and any subsequent amendments or modifications.

SEVERABILITY

The Project shall comply with all applicable City codes and requirements. If any clause, sentence, section, or any part of these conditions of approval is for any reason held to be invalid, such invalidity shall not affect or impair other remaining clauses, sentences, or sections of these conditions. This decision conveys no right to construct, or to receive a Building Permit. The Project Sponsor shall include any subsequent responsible party.

CHANGES AND MODIFICATIONS

Changes to the approved plans may be approved administratively by the Zoning Administrator. Significant changes and modifications of conditions shall require Planning Commission approval of a new Conditional Use authorization.

Conditions of Approval, Compliance, Monitoring, and Reporting

PERFORMANCE

1. **Validity and Expiration.** The authorization and right vested by virtue of this action is valid for three (3) years from the effective date of the Motion. A Building Permit Application from the Department of Building Inspection to construct the project and/or commence the approved use must be issued as this Conditional Use authorization is only an approval of the proposed Project and conveys no independent right to construct the project or to commence the approved use. The Planning Commission may, in a public hearing, consider the revocation of the approvals granted if a Site or Building Permit has not been obtained within three (3) years of the date of the Motion approving the Project. Once a Site or Building Permit has been issued, construction must commence within the timeframe required by the Department of Building Inspection and be continued diligently to completion. The Commission may also consider revoking the approvals if a permit for the Project has been issued but is allowed to expire and more than three (3) years have passed since the Motion was approved.

For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org.

2. **Extension.** This authorization may be extended at the discretion of the Zoning Administrator only where failure to issue a permit by the Department of Building Inspection to perform said tenant improvements is caused by a delay by a local, State or Federal agency or by any appeal of the issuance of such permit(s).

For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org.

3. **Mitigation Measures.** Mitigation measures described in the MMRP for the FMND (Case No. 2004.0482E) attached as EXHIBIT C are necessary to avoid potential significant effects of the proposed Project, and have been agreed to by the Project Sponsor. Their implementation is a condition of Project approval.

For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org.

DESIGN – COMPLIANCE AT PLAN STAGE

4. **Final Materials.** The Project Sponsor shall continue to work with Planning Department on the building design. Final materials, glazing, color, texture, landscaping, and detailing shall be subject to Planning Department staff review and approval. The Building/Site Permit Application and/or the Architectural Addenda shall be reviewed and approved by the Planning Department prior to issuance.

For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org.

5. **Garbage, Composting and Recycling Storage Placement.** Space for the collection and storage of garbage, composting, and recycling shall be provided within enclosed areas on the property and

clearly labeled and illustrated on the Building Permit plans. Space for the collection and storage of recyclable and compostable materials that meets the size, location, accessibility and other standards specified by the San Francisco Recycling Program shall be provided at the ground level of the buildings.

For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org

6. **Lighting Plan.** The Project Sponsor shall submit an exterior lighting plan to the Planning Department prior to Planning Department's approval of the Building/Site Permit Application.
For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org.
7. **Noise.** Plans submitted with the building permit application for the approved project shall incorporate acoustical insulation and other sound proofing measures to control noise.
For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org
8. **Odor Control Unit.** In order to ensure any significant noxious or offensive odors are prevented from escaping the premises once the Project is operational, the Building/Site Permit application to implement the Project shall include air cleaning or odor control equipment details and manufacturer specifications on the plans. Odor control ducting shall not be applied to the primary façade of the building
For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org
9. **Rooftop Mechanical Equipment.** Pursuant to Planning Code 141, the Project Sponsor shall submit a roof plan to the Planning Department prior to Planning approval of the Building Permit application. Rooftop mechanical equipment, if any is proposed as part of the Project, is required to be screened so as not to be visible from any point at or below the roof level of the subject building.
For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org .
10. **Signage Program.** Any proposed signage shall be subject to the review and approval of the Planning Department and must comply with Article 6 of the Planning Code. However, if the creation of a "City Center Special Sign District" is adopted by the Board of Supervisors, then the provisions of that Special Sign District shall be effective. All subsequent sign permits shall conform to the approved signage program. The signage program/plan information shall be submitted and approved as part of the Site Permit for the Project.
For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org .
11. **Street Trees/Streetscape Plan.** Pursuant to Planning Code Section 138.1, the Project Sponsor shall submit a streetscape plan to the Department prior to Department's approval of the

Building/Site Permit Application indicating that seventeen (17) street trees shall be provided, including 13 evergreen trees, two palm trees, and two accent trees. Other streetscape and pedestrian improvements shall include a mid-block bulb-out on 18th Avenue, a mid-block public plaza on 18th Avenue, permeable paving, benches and moveable seating, lighting fixtures, and various hedges and plantings along 18th Avenue.

For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org.

12. **Transformer Vault.** The location of individual project PG&E Transformer Vault installations has significant effects to San Francisco streetscapes when improperly located. However, they may not have any impact if they are installed in preferred locations. Therefore, the Department recommends the following preference schedule in locating new transformer vaults, in order of most to least desirable:

- (a) On-site, in a basement area accessed via a garage or other access point without use of separate doors on a ground floor façade facing a public right-of-way;
- (b) On-site, in a driveway, underground;
- (c) On-site, above ground, screened from view, other than a ground floor façade facing a public right-of-way;
- (d) Public right-of-way, underground, under sidewalks with a minimum width of 12 feet, avoiding effects on streetscape elements, such as street trees; and based on Better Streets Plan guidelines;
- (e) Public right-of-way, underground; and based on Better Streets Plan guidelines;
- (f) Public right-of-way, above ground, screened from view; and based on Better Streets Plan guidelines;
- (g) On-site, in a ground floor façade (the least desirable location).

Unless otherwise specified by the Department, Department of Public Work's Bureau of Street Use and Mapping (DPW BSM) should use this preference schedule for all new transformer vault installation requests.

For information about compliance, contact the Bureau of Street use and Mapping, Department of Public Works at 415-554-5810, <http://sfdpw.org>.

PARKING AND TRAFFIC

13. **Automobile Parking.** The Project Sponsor shall provide 122 spaces for the Project, including two (2) car share spaces and six (6) handicapped spaces.

For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org.

14. **Bicycle Parking.** The Project Sponsor shall provide twenty (20) on-site "Class 1" bicycle parking spaces. Adequate signs or notices of the availability of bicycle parking shall also be provided at the Project Site.

For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org.

15. **Managing Traffic During Construction.** The Project Sponsor and construction contractor(s) shall coordinate with the Traffic Engineering and Transit Divisions of the San Francisco Municipal Transportation Agency (SFMTA), the Police Department, the Fire Department, the Planning Department, and other construction contractor(s) for any concurrent nearby Projects to manage traffic congestion and pedestrian circulation impacts during construction of the Project.
For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org.
16. **Parking for Affordable Units.** All off-street parking spaces shall be made available to Project residents only as a separate "add-on" option for purchase or rent and shall not be bundled with any Project dwelling unit for the life of the dwelling units. The required parking spaces may be made available to residents within a quarter mile of the Project. All affordable dwelling units pursuant to Planning Code Section 415 shall have equal access to use of the parking as the market rate units, with parking spaces priced commensurate with the affordability of the dwelling unit. Each unit within the Project shall have the first right of refusal to rent or purchase a parking space until the number of residential parking spaces are no longer available. No conditions may be placed on the purchase or rental of dwelling units, nor may homeowner's rules be established, which prevent or preclude the separation of parking spaces from dwelling units.
For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org.

PROVISIONS

17. **First Source Hiring.** The Project shall adhere to the requirements of the First Source Hiring Construction and End-Use Employment Program approved by the First Source Hiring Administrator, pursuant to Section 83.4(m) of the Administrative Code. The Project Sponsor shall comply with the requirements of this Program regarding construction work and on-going employment required for the Project.
For information about compliance, contact the First Source Hiring Manager at 415-581-2335, www.business.services@sfgov.org
18. **Inclusionary Affordable Housing.** The Project Sponsor shall comply with the requirements of the Planning Code Section 415 (formerly Section 315) for the Project as follows:
1. **Number of Required Units.** Pursuant to Planning Code Section 415.6, the Project is required to provide 12% of the proposed dwelling units as affordable to qualifying households. The Project contains 37 units; therefore, four (4) affordable units are required. The Project Sponsor will fulfill this requirement by providing the 4 affordable units on-site. If the number of market-rate units change, the number of required affordable units shall be modified accordingly with written approval from Planning Department staff in consultation with the Mayor's Office of Housing ("MOH").
For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org or the Mayor's Office of Housing at 415-701-5500, www.sf-moh.org.

2. **Unit Mix.** The Project contains 13 one-bedroom, 18 two-bedroom, and 6 three-bedroom units; therefore, the required affordable unit mix is 1 one-bedroom, 2 two-bedroom, and 1 three-bedroom units. If the market-rate unit mix changes, the affordable unit mix will be modified accordingly with written approval from Planning Department staff in consultation with MOH.
For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org or the Mayor's Office of Housing at 415-701-5500, www.sf-moh.org.
3. **Unit Location.** The affordable units shall be designated on a reduced set of plans recorded as a Notice of Special Restrictions on the property prior to the issuance of the first construction permit.
For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org or the Mayor's Office of Housing at 415-701-5500, www.sf-moh.org.
4. **Phasing.** If any building permit is issued for partial phasing of the Project, the Project Sponsor shall have designated not less than twelve percent (12%) of the each phase's total number of dwelling units as on-site affordable units
For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org or the Mayor's Office of Housing at 415-701-5500, www.sf-moh.org.
5. **Duration.** Under Planning Code Section 415.8, all units constructed pursuant to Section 415.6, must remain affordable to qualifying households for the life of the Project.
For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org or the Mayor's Office of Housing at 415-701-5500, www.sf-moh.org.
6. **Other Conditions.** The Project is subject to the requirements of the Inclusionary Affordable Housing Program under Section 415 et seq. of the Planning Code and City and County of San Francisco Inclusionary Affordable Housing Program Monitoring and Procedures Manual ("Procedures Manual"). The Procedures Manual, as amended from time to time, is incorporated herein by reference, as published and adopted by the Planning Commission, and as required by Planning Code Section 415. Terms used in these conditions of approval and not otherwise defined shall have the meanings set forth in the Procedures Manual. A copy of the Procedures Manual can be obtained at the MOH at 1 South Van Ness Avenue or on the Planning Department or Mayor's Office of Housing's websites, including on the internet at:
<http://sf-planning.org/Modules/ShowDocument.aspx?documentid=4451>.
As provided in the Inclusionary Affordable Housing Program, the applicable Procedures Manual is the manual in effect at the time the subject units are made available for sale.
For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org or the Mayor's Office of Housing at 415-701-5500, www.sf-moh.org.
 - a. The affordable unit(s) shall be designated on the building plans prior to the issuance of the first construction permit by the Department of Building Inspection ("DBI"). The affordable unit(s) shall (1) reflect the unit size mix in number of bedrooms of the market rate units, (2) be constructed, completed, ready for occupancy and marketed no later than the market rate units, and (3) be evenly distributed throughout the building; and (4) be of comparable overall

quality, construction and exterior appearance as the market rate units in the principal project. The interior features in affordable units should be the same as those of the market units in the principal project, but need not be the same make, model or type of such item as long they are of good and new quality and are consistent with then-current standards for new housing. Other specific standards for on-site units are outlined in the Procedures Manual.

- b. If the units in the building are offered for sale, the affordable unit(s) shall be sold to first time home buyer households, as defined in the Procedures Manual, whose gross annual income adjusted for household size does not exceed an average of ninety (90) percent of Area Median Income under the income table called "Maximum Income by Household Size" derived from the Unadjusted Area Median Income for HUD Metro Fair Market Rent Area that contains San Francisco. The initial sales price of such units shall be calculated according to the Procedures Manual. Limitations on (i) reselling; (ii) renting; (iii) recouping capital improvements; (iv) refinancing; and (v) procedures for inheritance apply and are set forth in the Inclusionary Affordable Housing Program and the Procedures Manual.
- c. The Project Sponsor is responsible for following the marketing, reporting, and monitoring requirements and procedures as set forth in the Procedures Manual. MOH shall be responsible for overseeing and monitoring the marketing of affordable units. The Project Sponsor must contact MOH at least six months prior to the beginning of marketing for any unit in the building.
- d. Required parking spaces shall be made available to initial buyers or renters of affordable units according to the Procedures Manual.
- e. Prior to the issuance of the first construction permit by DBI for the Project, the Project Sponsor shall record a Notice of Special Restriction on the property that contains these conditions of approval and a reduced set of plans that identify the affordable units satisfying the requirements of this approval. The Project Sponsor shall promptly provide a copy of the recorded Notice of Special Restriction to the Department and to the MOH or its successor.
- f. The Project Sponsor has demonstrated that it is eligible for the On-site Affordable Housing Alternative under Planning Code Section 415.6 instead of payment of the Affordable Housing Fee, and has submitted the *Affidavit of Compliance with the Inclusionary Affordable Housing Program: Planning Code Section 415*, to the Planning Department stating that any affordable units designated as on-site units shall be sold as ownership units and will remain as ownership units for the life of the Project.
- g. If the Project Sponsor fails to comply with the Inclusionary Affordable Housing Program requirement, the Director of DBI shall deny any and all site or building permits or certificates of occupancy for the development project until the Planning Department notifies the Director of compliance. A Project Sponsor's failure to comply with the requirements of Planning Code Section 415 et seq. shall constitute cause for the City to record a lien against the development project and pursue any and all available remedies at law.

h. If the Project becomes ineligible at any time for the On-site Affordable Housing Alternative, the Project Sponsor or its successor shall pay the Affordable Housing Fee prior to issuance of the first construction permit or may seek a fee deferral as permitted under Ordinances 0107-10 and 0108-10. If the Project becomes ineligible after issuance of its first construction permit, the Project Sponsor shall notify the Department and MOH and pay interest on the Affordable Housing Fee at a rate equal to the Development Fee Deferral Surcharge Rate in Section 107A.13.3.2 of the San Francisco Building Code and penalties if applicable.

19. **Transit Impact Development Fee.** Pursuant to Planning Code Section 411 (formerly Chapter 38 of the Administrative Code), the Project Sponsor shall pay the Transit Impact Development Fee (TIDF) as required by and based on drawings submitted with the Building Permit Application. Prior to the issuance of a temporary certificate of occupancy, the Project Sponsor shall provide the Planning Director with certification that the fee has been paid.

For information about compliance, contact the Case Planner, Planning department at 415-558-6378, www.sfplanning.org

MONITORING - AFTER ENTITLEMENT

20. **Enforcement.** Violation of any of the Planning Department conditions of approval contained in this Motion or of any other provisions of Planning Code applicable to this Project shall be subject to the enforcement procedures and administrative penalties set forth under Planning Code Section 176 or Section 176.1. The Planning Department may also refer the violation complaints to other city departments and agencies for appropriate enforcement action under their jurisdiction.

For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org

21. **Revocation due to Violation of Conditions.** Should implementation of this Project result in complaints from interested property owners, residents, or commercial lessees which are not resolved by the Project Sponsor and found to be in violation of the Planning Code and/or the specific conditions of approval for the Project as set forth in Exhibit A of this Motion, the Zoning Administrator shall refer such complaints to the Commission, after which it may hold a public hearing on the matter to consider revocation of this authorization.

For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org.

OPERATION

22. **Community Liaison.** Prior to issuance of a Building Permit to construct the Project and implement the approved use, the Project Sponsor shall appoint a community liaison officer to deal with the issues of concern to owners and occupants of nearby properties. The Project Sponsor shall provide the Zoning Administrator with written notice of the name, business address, and telephone number of the community liaison. Should the contact information change, the Zoning Administrator shall be made aware of such change. The community liaison shall report to the Zoning Administrator what issues, if any, are of concern to the community and what issues have not been resolved by the Project Sponsor.

For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org.

23. **Garbage, Recycling, and Composting Receptacles.** Garbage, recycling, and compost containers shall be kept within trash enclosures on the premises and hidden from public view, and placed outside only when being serviced by the disposal company. Trash shall be contained and disposed of pursuant to garbage and recycling receptacles guidelines set forth by the Department of Public Works.

For information about compliance, contact Bureau of Street Use and Mapping, Department of Public Works at 415-554-5810, <http://sfdpw.org/>.

24. **Noise Control.** The premises shall be adequately soundproofed or insulated for noise and operated so that incidental noise shall not be audible beyond the premises or in other sections of the building and fixed-source equipment noise shall not exceed the decibel levels specified in the San Francisco Noise Control Ordinance.

For information about compliance with the fixed mechanical objects such as rooftop air conditioning, restaurant ventilation systems, and motors and compressors with acceptable noise levels, contact the Environmental Health Section, Department of Public Health at (415) 252-3800, www.sfdph.org.

For information about compliance with the construction noise, contact the Department of Building Inspection, 415-558-6570, www.sfdbi.org.

For information about compliance with the amplified sound including music and television contact the Police Department at 415-553-1012 or 415-5530123, www.sf-police.org

25. **Odor Control.** While it is inevitable that some low level of odor may be detectable to nearby residents and passersby, appropriate odor control equipment shall be installed and maintained to prevent any significant noxious or offensive odors from escaping the premises. The Building Permit Application to implement the Project shall include air cleaning or odor control equipment details and manufacturer specifications on the plans.

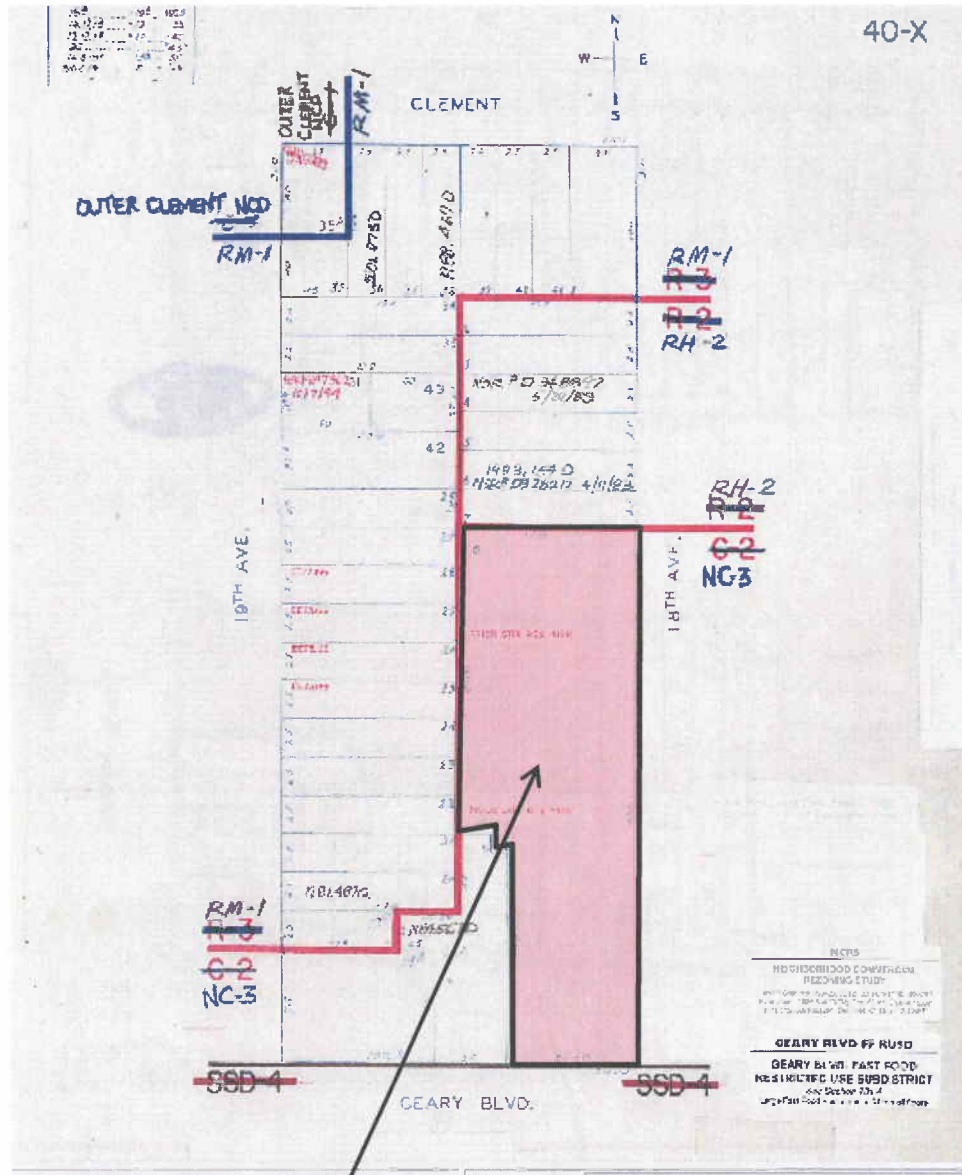
For information about compliance with odor or other chemical air pollutants emission standards and air quality regulations contact the Bay Area Air Quality Management District (BAAQMD), 1-800-334-ODOR (6367), www.baaqmd.gov and Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org.

26. **Sidewalk Maintenance.** The Project Sponsor shall maintain the main entrance to the building and all sidewalks abutting the subject property in a clean and sanitary condition in compliance with the Department of Public Works' Streets and Sidewalk Maintenance Standards.

For information about compliance, contact Bureau of Street Use and Mapping, Department of Public Works, 415-695-2017, <http://sfdpw.org/>

Zoning / Parcel Map

Assessor's Block 1450



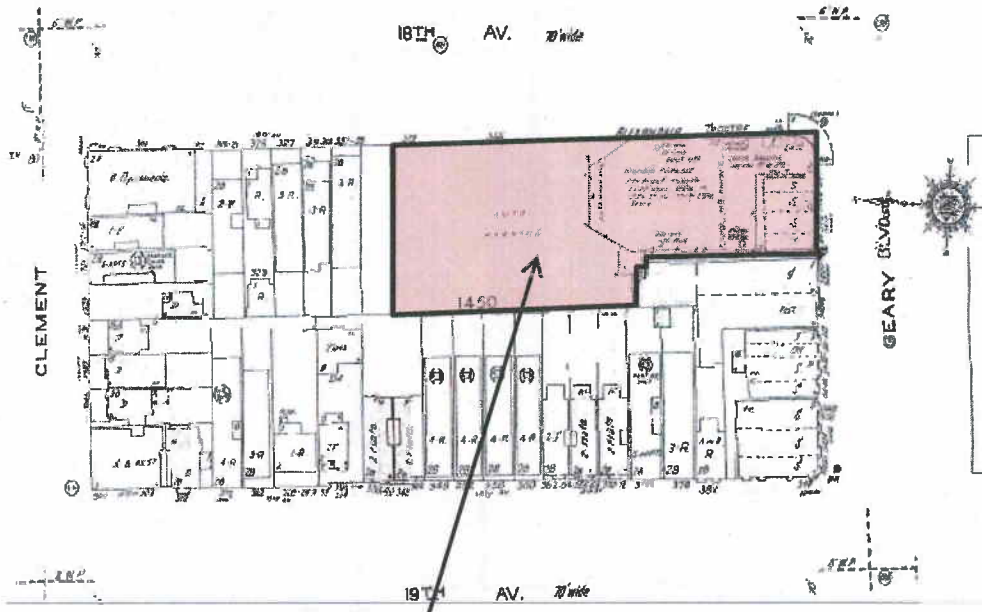
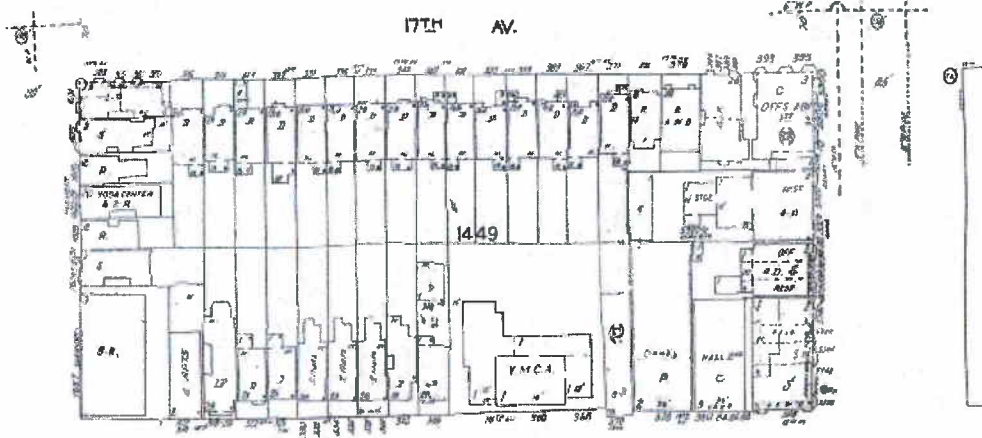
SUBJECT PROPERTY



Conditional Use Hearing
 Case Number 2004.0482CE!
 5400 Geary Boulevard

Sanborn Map*

*The Sanborn Maps in San Francisco have not been updated since 1998, and this map may not accurately reflect existing conditions.



SUBJECT PROPERTY



Conditional Use Hearing
Case Number 2004.0482CE!
5400 Geary Boulevard

Streetview Photo

Source: www.bingmaps.com

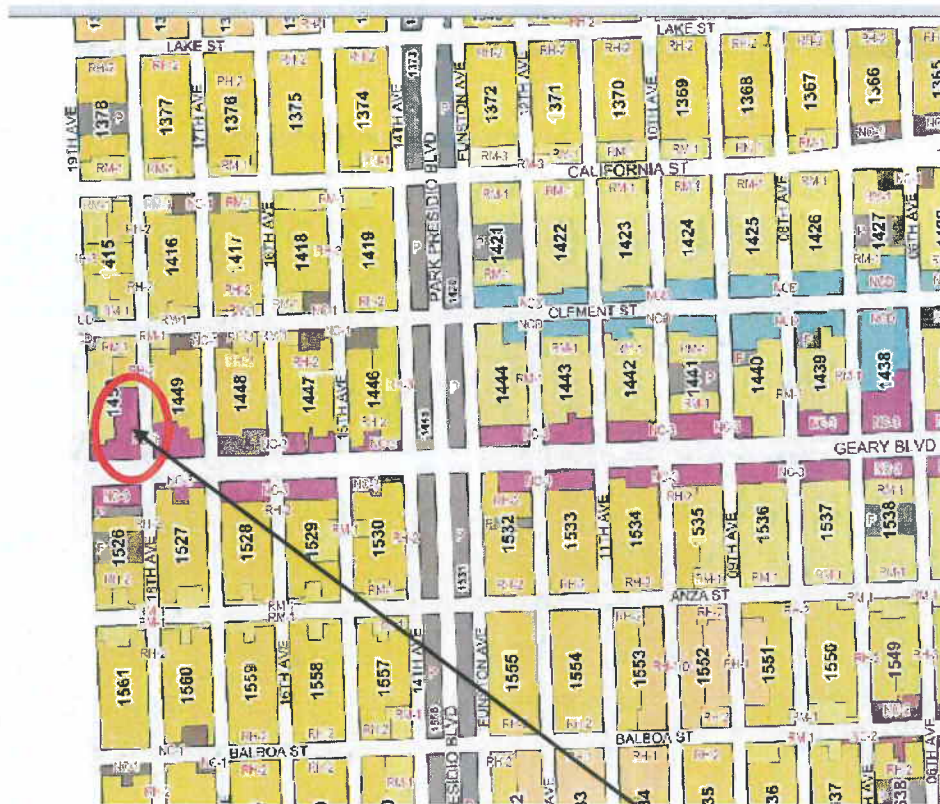


SUBJECT PROPERTY



Conditional Use Hearing
Case Number 2004.0482CE!
5400 Geary Boulevard

Zoning Map



PROJECT SITE

ZONING USE DISTRICTS

RESIDENTIAL, HOUSE DISTRICTS

RH-1(D) RH-1 RH-1(S) RH-2 RH-3

RESIDENTIAL, MIXED (APARTMENTS & HOUSES) DISTRICTS

RM-1 RM-2 RM-3 RM-4

NEIGHBORHOOD COMMERCIAL DISTRICTS

NC-1 NC-2 NC-3 NCD NC-S

SOUTH OF MARKET MIXED USE DISTRICTS

SPD RED RSD SLR SLI SSO

COMMERCIAL DISTRICTS

C-2 C-3-S C-3-G C-3-R C-3-O C-3-O(SD)

INDUSTRIAL DISTRICTS

C-M M-1 M-2

CHINATOWN MIXED USE DISTRICTS

CRNC CVR CCB

RESIDENTIAL-COMMERCIAL DISTRICTS

RC-3 RC-4

REDEVELOPMENT AGENCY DISTRICTS

MB-RA HP-RA

DOWNTOWN RESIDENTIAL DISTRICTS

RH DTR TB DTR

MISSION BAY DISTRICTS

MB-OS MB-O

PUBLIC DISTRICT

P



Conditional Use Hearing
Case Number 2004.0482CE!
5400 Geary Boulevard



SAN FRANCISCO PLANNING DEPARTMENT

February 15, 2011

Mr. Bill Wycko
Environmental Review Officer
San Francisco Planning Department
1650 Mission Street, 4th Floor
San Francisco, CA 94103

1650 Mission St.
Suite 400
San Francisco,
CA 94103-2479

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

Dear Mr. Wycko,

On January 19, 2011, the Historic Preservation Commission (HPC) held a public hearing and took public comment on the proposed Project at 5400 Geary Boulevard (aka Alexandria Theatre). After discussion, the HPC arrived at the comments below:

- The HPC agreed with the findings that the subject building is eligible for listing on the California Register of Historical Resources as an individual resource as well as a contributing resource to a potential non-contiguous thematic district.
- The HPC supports the restoration of the 1942 historic marquee and the revised plans for the Alexandria Theatre proposed by Jonathan Pearlman, Elevation Architects, dated January 11, 2011. The revised plans include removal of the non-historic 1970's interior partitions, stairs, and sloped floors, reconfiguration of the theatre space to allow for the full reading of the decorative ceiling / dome and chandelier fixture, and construction of an exterior side addition for a new elevator.
- The HPC recommends that the proposed new second floor level be further pulled back to reveal a greater sense of spatial volume in the auditorium.
- The HPC generally supports the re-use of building as a theatre but finds the preservation of the character-defining features of the historic theatre and incorporation of these features into the new use to be most valuable (spatial volume, murals, ceiling dome detail, entrance lobby, marquee, etc).
- The HPC agreed that the proposed documentation measures are good but recommends having an Interpretative Program to celebrate and promote the history of the theatre as a public place. The Interpretative Program shall be prepared by a qualified consultants meeting the minimum qualifications.

The HPC appreciates the opportunity to participate in review of this environmental document.

Sincerely,

A handwritten signature in cursive script, appearing to read "Charles Chase".

Charles Chase, President
Historic Preservation Commission

M. Woods



SAN FRANCISCO
PLANNING
DEPARTMENT

AFFIDAVIT FOR Compliance with the Inclusionary Affordable Housing Program

RECEIVED

Date: January 11, 2013

APR 16 2013

Planning Department
1650 Mission Street
Suite 400
San Francisco, CA
94103-9425

To: Applicants subject to Planning Code Section 415: Inclusionary Affordable Housing Program

CITY & COUNTY OF S.F.
PLANNING DEPARTMENT
RECEPTION DESK

From: San Francisco Planning Department

Re: Compliance with the Inclusionary Affordable Housing Program

T: 415.558.6378
F: 415.558.6409

All projects that involve five or more new dwelling units must participate in the *Inclusionary Affordable Housing Program* contained in Section 415 of the Planning Code. Every project subject to Section 415 must pay an Affordable Housing Fee that is equivalent to the applicable percentage of the number of units in the principal project, which is 20% of the total number of units proposed (or the applicable percentage if subject to different area plan controls or requirements).

A project may be eligible for an Alternative to the Affordable Housing Fee if the developer chooses to commit to sell the new on- or off-residential units rather than offer them as rental units. Second, the project may be eligible for an Alternative to the Affordable Housing Fee if it has demonstrated to the Planning Department that the affordable units are not subject to the Costa Hawkins Rental Housing Act. All projects that can demonstrate that they are eligible for an alternative to the Affordable Housing Fee must provide the necessary documentation to the Planning Department and the Mayor's Office of Housing. Additional material may be required to determine if a project is eligible to fulfill the Program's requirements through an alternative.

Before the Planning Department and/or Planning Commission can act on the project, this *Affidavit for Compliance with the Inclusionary Affordable Housing Program* must be completed.

¹ California Civil Code Section 1954.50 et.al.

Affidavit for Compliance with the Inclusionary Affordable Housing Program: Planning Code Section 415

4-8-13
Date

I, RONALD YU, do hereby declare as follows:

a. The subject property is located at (address and block/lot):

5400 GEARY BLVD 1450/008
Address Block / Lot

b. The proposed project at the above address is subject to the Inclusionary Affordable Housing Program, Planning Code Section 415 et seq.

The Planning Case Number and/or Building Permit Number is:

2004.0482CE TO BE SUBMITTED
Planning Case Number Building Permit Number

This project requires the following approval:

- Planning Commission approval (e.g. Conditional Use Authorization, Large Project Authorization)
- This project is principally permitted.

The Current Planner assigned to my project within the Planning Department is:

MARY WOODS
Planner Name

Is this project within the Eastern Neighborhoods Plan Area?

- Yes (if yes, please indicate Tier) _____
- No

This project is exempt from the Inclusionary Affordable Housing Program because:

- This project uses California Debt Limit Allocation Committee (CDLAC) funding.
- This project is 100% affordable.

c. This project will comply with the Inclusionary Affordable Housing Program by:

- Payment of the Affordable Housing Fee prior to the first site or building permit issuance (Planning Code Section 415.5).
- On-site or Off-site Affordable Housing Alternative (Planning Code Sections 415.6 and 416.7).

d. If the project will comply with the Inclusionary Affordable Housing Program through an **On-site or Off-site Affordable Housing Alternative**, please fill out the following regarding how the project is eligible for an alternative and the accompanying unit mix tables on page 4.

Ownership. All affordable housing units will be sold as ownership units and will remain as ownership units for the life of the project.

Rental. Exemption from Costa Hawkins Rental Housing Act.² The Project Sponsor has demonstrated to the Department that the affordable units are not subject to the Costa Hawkins Rental Housing Act, under the exception provided in Civil Code Sections 1954.50 through one of the following:

Direct financial contribution from a public entity.

Development or density bonus or other public form of assistance.

Development Agreement with the City. The Project Sponsor has entered into or has applied to enter into a Development Agreement with the City and County of San Francisco pursuant to Chapter 56 of the San Francisco Administrative Code and, as part of that Agreement, is receiving a direct financial contribution, development or density bonus, or other form of public assistance.

e. The Project Sponsor acknowledges that failure to sell the affordable units as ownership units or to eliminate the on-site or off-site affordable ownership-only units at any time will require the Project Sponsor to:

(1) Inform the Planning Department and the Mayor's Office of Housing and, if applicable, fill out a new affidavit;

(2) Record a new Notice of Special Restrictions; and

(3) Pay the Affordable Housing Fee plus applicable interest (using the fee schedule in place at the time that the units are converted from ownership to rental units) and any applicable penalties by law.

f. The Project Sponsor must pay the Affordable Housing Fee in full sum to the Development Fee Collection Unit at the Department of Building Inspection for use by the Mayor's Office of Housing prior to the issuance of the first construction document, with an option for the Project Sponsor to defer a portion of the payment to prior to issuance of the first certificate of occupancy upon agreeing to pay a deferral surcharge that would be deposited into the Citywide Affordable Housing Fund in accordance with Section 107A.13.3 of the San Francisco Building Code.

g. I am a duly authorized officer or owner of the subject property.

I declare under penalty of perjury under the laws of the State of California that the foregoing is true and correct.
Executed on this day in:

5400 GEARY BLVD
Location

4-8-13
Date


Signature

RONALD YU PROJECT MANAGER
Name (Print), Title

cc: Mayor's Office of Housing
Planning Department Case Docket
Historic File, if applicable
Assessor's Office, if applicable

415-322-0713
Contact Phone Number

² California Civil Code Section 1954.50 and following.

Unit Mix Tables

NUMBER OF ALL UNITS IN PRINCIPAL PROJECT:					
Total Number of Units	SRO	Studios	One-Bedroom Units	Two-Bedroom Units	Three-Bedroom Units
37			13	18	6

If you selected an On-site or Off-Site Alternative, please fill out the applicable section below:

- On-site Affordable Housing Alternative (Charter Section 16.110 (g) and Planning Code Section 415.6): calculated at 12% of the unit total.

NUMBER OF AFFORDABLE UNITS TO BE LOCATED ON-SITE					
Total Affordable Units	SRO	Studios	One-Bedroom Units	Two-Bedroom Units	Three-Bedroom Units
4			1	2	1

- Off-site Affordable Housing Alternative (Planning Code Section 415.7): calculated at 20% of the unit total.

NUMBER OF AFFORDABLE UNITS TO BE LOCATED OFF-SITE					
Total Affordable Units	SRO	Studios	One-Bedroom Units	Two-Bedroom Units	Three-Bedroom Units

Area of Dwellings in Principal Project (in sq. feet)	Off-Site Project Address	
Area of Dwellings in Off-Site Project (in sq. feet)		
Off-Site Block/Lot(s)	Motion No. (if applicable)	Number of Market-Rate Units in the Off-site Project

- Combination of payment of a fee, on-site affordable units, or off-site affordable units with the following distribution:

Indicate what percent of each option would be implemented (from 0% to 99%) and the number of on-site and/or off-site below market rate units for rent and/or for sale.

1. Fee _____ % of affordable housing requirement.
2. On-Site _____ % of affordable housing requirement.


NUMBER OF AFFORDABLE UNITS TO BE LOCATED ON-SITE					
Total Affordable Units	SRO	Studios	One-Bedroom Units	Two-Bedroom Units	Three-Bedroom Units

3. Off-Site _____ % of affordable housing requirement.

NUMBER OF AFFORDABLE UNITS TO BE LOCATED OFF-SITE					
Total Affordable Units	SRO	Studios	One-Bedroom Units	Two-Bedroom Units	Three-Bedroom Units

Area of Dwellings in Principal Project (in sq. feet)	Off-Site Project Address	
Area of Dwellings in Off-Site Project (in sq. feet)		
Off-Site Block/Lot(s)	Motion No. (if applicable)	Number of Market-Rate Units in the Off-site Project

Affidavit for Compliance with the Inclusionary Affordable Housing Program

CONTACT INFORMATION AND DECLARATION OF SPONSOR OF PRINCIPAL PROJECT	CONTACT INFORMATION AND DECLARATION OF SPONSOR OF OFF-SITE PROJECT (IF DIFFERENT)
Company Name	Company Name
ALEXANDRIA Enterprise LLC	
Print Name of Contact Person	Print Name of Contact Person
ROBYN CHAN	
Address	Address
5214F DIAMOND HTS. STR. 818	
City, State, Zip	City, State, Zip
SF. CA 94131	
Phone, Fax	Phone, Fax
415-271-7778	
Email	Email
robyn_sfpremier@yahoo.com	
I hereby declare that the information herein is accurate to the best of my knowledge and that I intend to satisfy the requirements of Planning Code Section 415 as indicated above.	I hereby declare that the information herein is accurate to the best of my knowledge and that I intend to satisfy the requirements of Planning Code Section 415 as indicated above.
	
Signature	Signature
RONALD YU, Project Manager	
Name (Print), Title	Name (Print), Title



SAN FRANCISCO
PLANNING
DEPARTMENT

AFFIDAVIT FOR First Source Hiring Program Administrative Code Chapter 83

Planning Department
1650 Mission Street
Suite 400
San Francisco, CA
94103-9425

T: 415.558.6378
F: 415.558.6409

For all projects subject to Administrative Code Chapter 83, this completed form must be filed with the Planning Department prior to any Planning Commission hearing or, if principally permitted, Planning Department approval of the site permit.

PROJECT ADDRESS

BLOCK/LOT(S)

5400 GEARY BLVD

1450/008

BUILDING PERMIT APPLICATION NO.

CASE NO (IF APPLICABLE)

MOTION NO.

Please check the boxes below that are applicable to this project. Select all that apply.

- 1A. The project is wholly residential.
- 1B. The project is wholly commercial. (For the purposes of Administrative Code Chapter 83, any project that is not residential is considered to be a commercial activity.)
- 1C. The project is a mixed use.
- 2A. The project will create ten (10) or more new residential units.
- 2B. The project will create 25,000 square feet or more of new or additional gross floor area.
- 3A. The project will create less than ten (10) new residential units.
- 3B. The project will create less than 25,000 square feet of new or additional gross floor area.

If you checked either 2A or 2B, your project is subject to the First Source Hiring Program. Please contact the First Source Hiring Program Manager with the San Francisco Human Services Agency's Workforce Development Division to develop a contract to satisfy this requirement.

If you checked 3A and 3B, your project is not subject to the First Source Hiring Program.

For questions, please contact the First Source Hiring Manager at (415) 401-4960. For frequently asked questions, you may access First Source information at www.onestopsf.org

Affidavit for First Source Hiring Program

Contact Information and Declaration of Sponsor of Principal Project

NAME:

RONALD YU

ADDRESS:

5418A GEARY BWD

TELEPHONE:

(415) 322-0793

FAX:

()

EMAIL:

RYU@Yuflux.com

I hereby declare the information herein is accurate to the best of my knowledge and that I intend to satisfy the requirements of Administrative Code Chapter 83.

Signature



Date

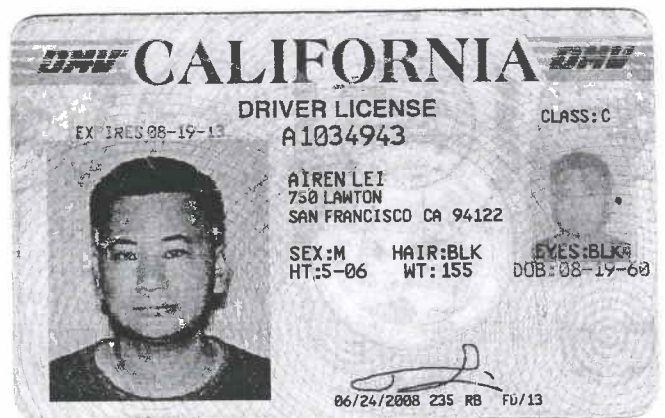
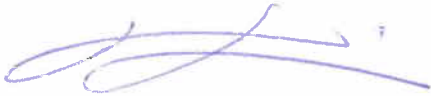
4-8-13

April 13th, 2013

To Whom It May Concern:

I, Ai Ren Lei, owner and managing member of Alexandria Enterprises LLC am authorizing Ronald Yu of Yuflux Engineering to be my agent to apply or interact with the Planning Department for my project at 5400 Geary Blvd. (block 1450 Lot 008 & lot 007).

Ai Ren Lei
750 Lawton Street
San Francisco, CA
415. 238-1202





ALEXANDRIA MIXED-USE BUILDING

5400 Geary Boulevard at 18th Avenue • San Francisco, California

EXHIBIT - B

CONDITIONAL USE APPLICATION
APRIL 5 2013



Existing Alexandria Theatre at 5400 Geary Boulevard

New Mixed Use Building at 365 - 369 18th Avenue

341 - 343 18th Avenue
(for reference only)

ALEXANDRIA MIXED-USE BUILDING

5400 Geary Boulevard at 18th Avenue • San Francisco, California

TABLE OF CONTENTS

Cover
Project Information
Planning Code Analysis
Existing Site Plan
Proposed Site Plan
Alexandria Theatre Building Data
Alexandria Theatre Building Drawings
Alexandria Historical Elements Inventory
New Mixed Use Building Data
New Mixed Use Building Drawings
Streetscape Plans
Landscape Site Plan
Landscape Elevations
Landscape Color and Materials Board
New 2-unit Building (For Reference Only)
2-unit Building Drawings
Appendix A:
Photographs of Surrounding Area

Page

PROJECT TEAM

1	<i>Project Sponsor:</i> Alexandria Enterprises LLC 5214F Diamond Hts. Blvd. Ste 818 San Francisco, CA 94131 Contact: Robyn Chan 415.271.7778 robyn_slpremier@yahoo.com	<i>Project Sponsor Representative:</i> Ronald Yu Yuflex Engineering 5418A Geary Boulevard San Francisco, CA 94121 408.550.6102 ryu@yuflex.com
6	<i>Project Architect:</i> Elevation Architects 1099-23rd Street, Suite 18 San Francisco, CA 94107 Contact: Jonathan Pearlman 415.537.1125 x15 jonathan@elevationarchitects.com	<i>Architectural Conservator:</i> Architectural Conservation, Inc. 1334 Derby Street Berkeley, CA 94702 Contact: Molly Lambert 510.849.3811 lambert@there.net
30	<i>Landscape Architect</i> Tanaka Design Group 360 Langton Street, Suite 102 San Francisco, CA 94103 Contact: Bob Tanaka 415.863.7800	<i>341-343 18th Avenue Architect</i> J. Mark Cronander 1800 Laguna Street San Francisco, CA 94115 Contact: J. Mark Cronander 415.505.5607
31A & 31B		
32		
33		
34		
35		
40		

PROJECT SUMMARY

Use	Existing Uses in Alexandria Theatre	Existing Uses to Remain in Alexandria Theatre	New Uses Added to Alexandria Theatre	New Mixed Use Building	Total Project:
Residential	-	-	-	39,741	39,741
Retail	1,436	1,180	6,280	4,840	12,300
Office	540	540	600	-	1,140
Restaurant	-	-	7,150	-	7,150
Theater	11,000	3,150	-	-	3,150
Lobby	2,500	2,500	1,108	1,440	5,048
Storage	1,132	-	-	-	0
Mechanical/Utility Room	400	400	-	630	1,030
Parking	-	-	-	39,750	39,750
Total GSF	17,008	7,770	15,138	86,401	109,309
Dwelling Units	-	-	-	37 units	37 units
Parking	57 spaces	-	-	122 spaces	122 spaces
HC Van Parking	-	-	-	6 spaces	6 spaces
Car Share Parking	-	-	-	2 spaces	2 spaces
Loading Spaces	-	-	-	-	0 spaces
Private Open Space	-	-	-	1,290 gsf	1,290 gsf
Common Open Space	-	-	-	4,350 gsf	4,350 gsf
Building Height	53'-9"	53'-9"	N/A	40'-0"	53'-9" and 40'-0"
Number of stories	2	2	N/A	4	2 and 4 stories



Existing Alexandria Theatre at 5400 Geary Boulevard

New Mixed Use Building at 365 - 369 18th Avenue

341 - 343 18th Avenue
(for reference only)

ALEXANDRIA MIXED-USE BUILDING

PLANNING CODE REQUIREMENTS San Francisco Planning Code

Code Section	Item	Requirement	Existing	Proposed	Authorization/Exception
121.1	Development of Large Lots, NCD	Development of lot greater than 10,000 sf in NC-3 permitted only as conditional use	lot size: 37,243 sf	lot size: 37,243 sf	
121.2	Use Size Limits (Non-residential)	Non-residential uses greater than 6,000 sf in NC-3 permitted only as conditional use	17,008 sf (AT)	28,193 sf (AT + MUB)	
135(c)	Table 135A Required Open Space	80 sf if private (per unit), 1.33 ratio if common (106.4 sf)	none	1,290 sf private for 7 units (560 required) 4,350 sf common for 30 units (3,192 sf required)	Requirement conflicts w/ Sec. 712.93 which requires 80 sf if private and 100 sf if common
145.1(b)(2)(C)	Active Use Definitions	Lobbies not to exceed 40' 0" or 25% of frontage	none	2 lobbies of 10' 0" frontage each < 40' 0" or 42' 9" (25% of 171' 0" overall frontage)	
145.1(c)(2)	Parking Entrance Street Frontage	No more than 1/3 of width or 20 feet whichever is less	none	15' 0" < 20' 0"	
145.1(c)(3)	Active Uses Required	Active Uses as defined in 145.1(b)(2) provided in the first 25' 0" of depth	none	commercial space with 46' 0" depth	
145.1(c)(4)(C)	Ceiling Height in Street Frontage	min. floor-to-floor height of 10' 0"	none	11' 0"	
145.1(c)(6)	Transparency and Fenestration	Transparent windows for no less than 60%	none	86.93 in. ft transparent / 123.5 in. Ft. active facade = 70%	
303(c)	Conditional Use	Commercial Use greater than 5,999 sf	1,720 sf	12,300 sf	CU required
303(c)	Conditional Use	Lot size greater than 9,999 sf	37,243 sf	37,243 sf	CU required
303(k)	Conditional Use	For demolition of a movie theatre	3 screen auditions	1 screen auditorium	No CU required
304(c)	Planned Unit Development	Site is greater than 1/2 acre (21,780 sf)	37,243 sf	37,243 sf	Conditional Use Approval: Sec. 303(v)
415.6(a)(1)(B)	On Site Affordable Housing	15% req. by code / 12% after 1/1/2013	none	37 units x 12% = 4 BMR units (after 1/1/13)	Requirement modified by passage of Prop C with a reduction of 20%
712.10	Zoning District		NC-3 Moderate Scale NCD	NC-3 Moderate Scale NCD	
712.10	Height and Bulk	40' x	53'-9" (AT)	53'-9" (AT); 40' 0" (MUB)	Sec. 263.20(b)(2)(F) Special Height Exception
712.11	Lot Size	Lot in excess of 10,000 sf require CU	37,243 sf	37,243 sf	Planned Unit Development: Sec. 304
712.12	Rear Yard	Required at all residential levels	None	25% x 120' = 30' 0"	Sec. 134(a)(1)(C): 25% of lot depth
712.16	Marques	Permitted in NC-3	Historic marquee	Historic marquee to remain	Existing blade sign to remain
712.20	Commercial FAR	3.61 (3.6 x 37,243 sf = 134,074 sf max)	0.42:1	0.75:1	
712.21	Commercial Use Size	Perm itted to 5,999 sf, CU above 6,000 sf	12,976 sf	27,985 sf	Uses included: retail/commercial, theater, restaurant
712.22	Commercial Off-Street Parking	required over 5,000 sf	57 spaces	120 spaces	Sec. 150(c)(1): see Parking Chart
712.23	Commercial Freight Loading	required if over 10,000 sf	none	none	Sec. 150(c)(1): see Parking Chart
712.40	Other Retail	Permitted on 1st and 2nd story	None	2nd level restaurant	
712.44	Restaurant	Permitted on 1st and 2nd story	None	1-screen auditorium on 2nd floor	
712.46	Movie Theatre	Permitted on 1st and 2nd story	3-screen auditions	Retail, commercial, theatre, restaurant, residential	
712.40 - 712.84	Use Types	Primarily permitted use types	Retail, commercial, theatre	37 Units	
712.90	Residential Use	Permitted on all levels	None	37 Units	
712.91	Residential Density	1 Unit per 600 Sf of lot area	none	1,290 sf private for 7 units (560 of required)	37,243 sf / 600 sf = 62 units
712.93	Useable Open Space	80 sf (per unit) private/100 sf (per unit) common	none	4,350 sf common for 30 units (3,000 sf required)	Requirement conflicts w/ Sec. 135(c) see above
712.94	Residential Parking	1 space per dwelling unit	none	37 spaces	
790.34	Formula Retail	Prohibition on Formula Pet Stores and Formula Eating and Drinking Establishments	none	none	no tenants selected, but none allowed

PARKING REQUIREMENTS Table 151

Use or Activity	Occupied Area	Number of Off-Street Spaces Required	Total Spaces
Hotel/commercial	12,300 sf	1 space/500 sf over 5,000 sf	25
Restaurant	6,350 sf	1 space/200 sf over 5,000 sf	32
Theatre	221 seats	1 space/8 seats over 50 seats	28
Residential	37 units	1 space/dwelling unit	37
Total			122 spaces
Car Share	86 non-residential spaces	1, plus 1 for every 50 over 50	2
(Tab in 168)	37 spaces for units	0 for 0 - 49 dwelling units	0
Parking Credit: Sec. 150(c)1			
Use or Activity	Occupied Area	Number of Off-Street Spaces Required	Total Spaces
Existing Retail	1,436 sf	1 space/500 sf over 5,000 sf	0 spaces
Existing Theatre	1,050 seats	1 space/8 seats over 50 seats and	130 spaces
Existing Parking	surface lot	1 space/10 seats over 1,000 seats	57 spaces
Total Credit	Previously required - existing	130 spaces - 57 spaces existing	73 spaces
Total Parking Provided			
Use or Activity	Spaces Included	Number of Off-Street Spaces Required	Total Spaces
Residential		1 for each dwelling unit	37 spaces
Non-Residential Uses	51 spaces on sub-level 1 32 spaces on sub-level 2	85 required - use 2 credit	83 spaces
Car Share	80 non-residential spaces 37 spaces for units	1, plus 1 for every 50 over 50 0 for 0 - 49 dwelling units	2 spaces 0
Total Parking provided		Total plus car share	122 spaces

CONDITIONAL USE APPLICATION
MARCH 11, 2013



Existing Alexandria Theatre at 5400 Geary Boulevard

New Mixed Use Building at 365 - 369 18th Avenue

341 - 343 18th Avenue
(for reference only)

19TH AVENUE

ELEVATION



1099 23rd Street, Suite 18
San Francisco, CA 94107
415.537.1125 v
415.821.1121 f
elevationarchitects.com w

370 LOT 22 364-368 LOT 23 362 LOT 24 360 LOT 25 354-356 LOT 26 352 LOT 27 344-348 LOT 28 342 LOT 29 338-340 LOT 29A

FOOTPRINT OF HOUSES ON 19TH AVENUE
SHOWN FOR CLARITY ONLY

GEARY BOULEVARD

13' CONC. SIDEWALK

5425-5424

1-STORY COMMERCIAL BUILDING
SHOWN FOR CLARITY ONLY

LOT 19A

138.00'

ROOF OF
(E) MECH
ROOM BELOW

EXTENT OF PROJECT
87.50'

INSET ENTRY
AT SIDEWALK

EXISTING BLADE
SIGN AND TOWER

INSET ENTRY TO
THEATRE AT SIDEWALK

EXISTING MARQUEE

EXISTING ALEXANDRIA THEATRE
AT 5400 GEARY BOULEVARD

BLOCK 1450 / LOT 8

OPEN PARKING LOT:
57 SPACES

MANAGER'S
BOOTH

120.00'

VACANT LOT

(E) 4-STORY HOUSE
SHOWN FOR CLARITY ONLY

LOT 7
539

LOT 6
335-337

DRIVEWAY

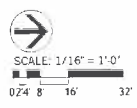
15' CONC SIDEWALK

PARKING METER, TYP.

(E) CURB CUT (E) CURB CUT (E) CURB CUT

18TH AVENUE

EXTENT OF PROJECT
350.00'



Existing Site Plan

PLANS DATED: MARCH 11, 2013

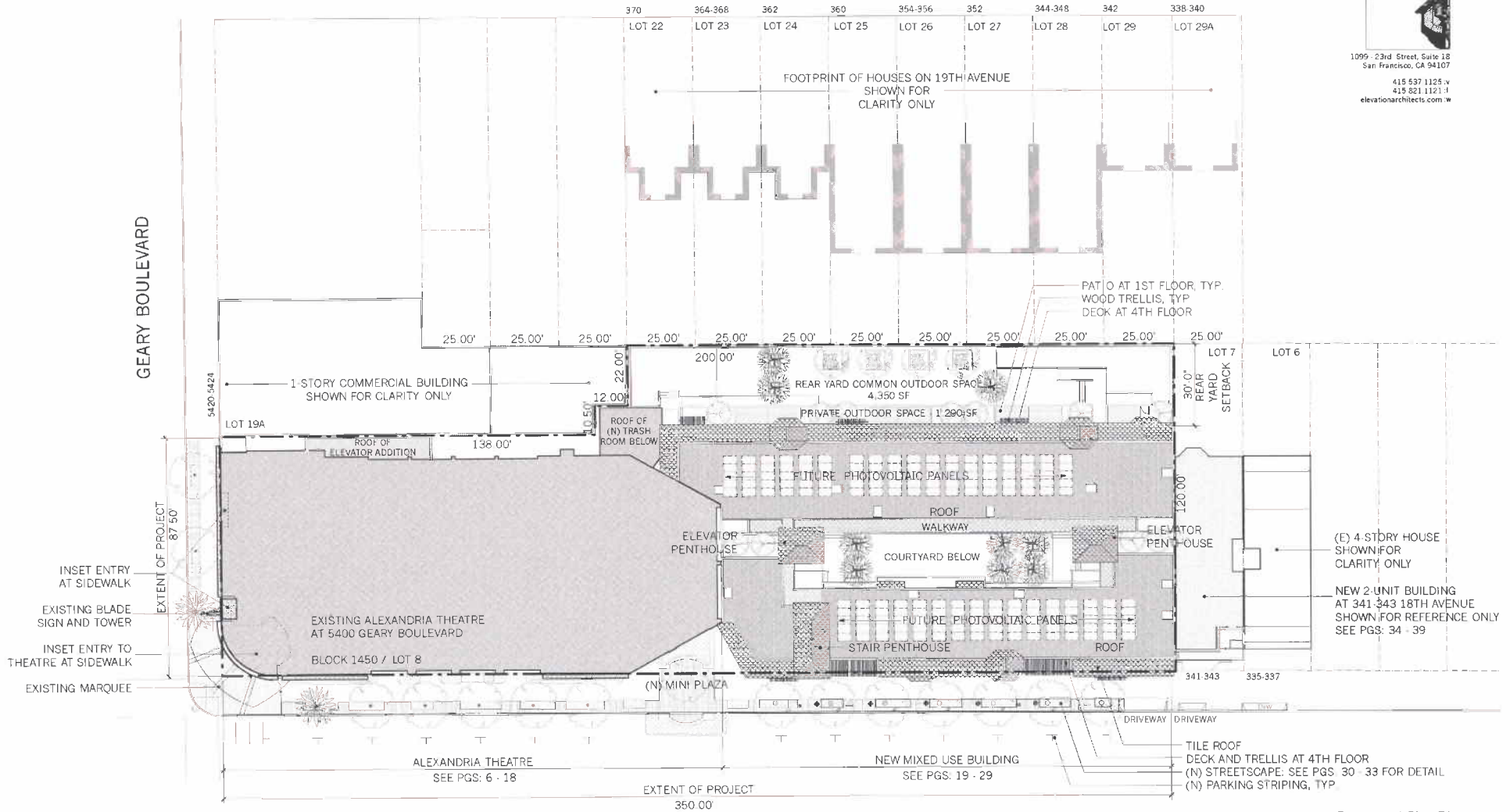
ALEXANDRIA MIXED USE BUILDING
5400 Geary Boulevard • San Francisco, CA 94121

19TH AVENUE



1099 - 23rd Street, Suite 18
San Francisco, CA 94107

415 537 1125 v
415 521 1121-3
elevationarchitects.com.tw

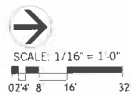


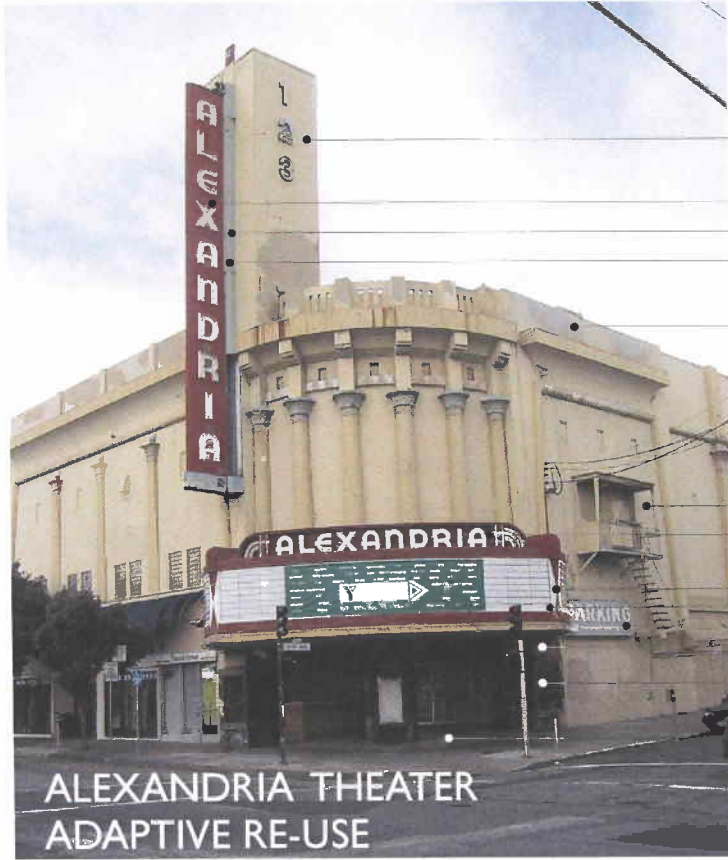
GEARY BOULEVARD

18TH AVENUE

Proposed Site Plan
PLANS DATED: MARCH 11, 2013

ALEXANDRIA MIXED USE BUILDING
5400 Geary Boulevard • San Francisco, CA 94121





**ALEXANDRIA THEATER
ADAPTIVE RE-USE**

5400 Geary Boulevard • San Francisco, California

EXTERIOR REHABILITATION

REMOVE NUMBERS FROM BLADE TOWER

REPLACE AND REPAINT METAL ON BLADE SIGN
REPAIR AND REPAINT BORDER FRAME
ON BLADE SIGN
REPAIR SUPPORT STRUCTURE

REPAINT BUILDING

REPLACE OR REPAIR & REPAINT RUSTED METAL
ON EXISTING FIRE ESCAPE
REPLACE BACKLIGHTING, REPAIR NEON

REPAIR AND REPAINT METALWORK
REPAIR OR REPLACE DAMAGED SUBSTRATE AND NEON
REFURBISH SIGN AND REPLACE NEON
REPAIR AND REPLACE MARBLE SHEATHING

REFURBISH POSTER VITRINES

REPAIR AND REFURBISH TERRAZZO AT ENTRANCE

NOTE:
MOLLY LAMBERT OF ARCHITECTURAL CONSERVATION, INC.
WILL CONSULT ON MATERIAL ANALYSIS FOR REHABILITATION.

ALEXANDRIA THEATRE PROJECT DATA

Floor	Use	Existing Sq. Ft.	Proposed Sq. Ft.
1st Floor	Restroom	600	600
	Office	540	540
	Retail	1,436	1,180
	Storage	1,132	0
	Lobby	2,500	2,190
	Mechanical Room	400	400
	Theater (w/stage)	6,000	0
	(N) Commercial Space	-	6,280
	(N) Corridor	-	1,418
	Total Sq. Ft.		12,608
2nd Floor	Office	600	600
	Lobby Hall & Balcony	600	600
	Theatre Balcony 1	3,000	0
	Theatre Balcony 2	2,000	0
	(N) Theatre	-	3,150
	(N) Restaurant	-	7,150
	Total Sq. Ft.		6,200
Building Total		18,808	24,108

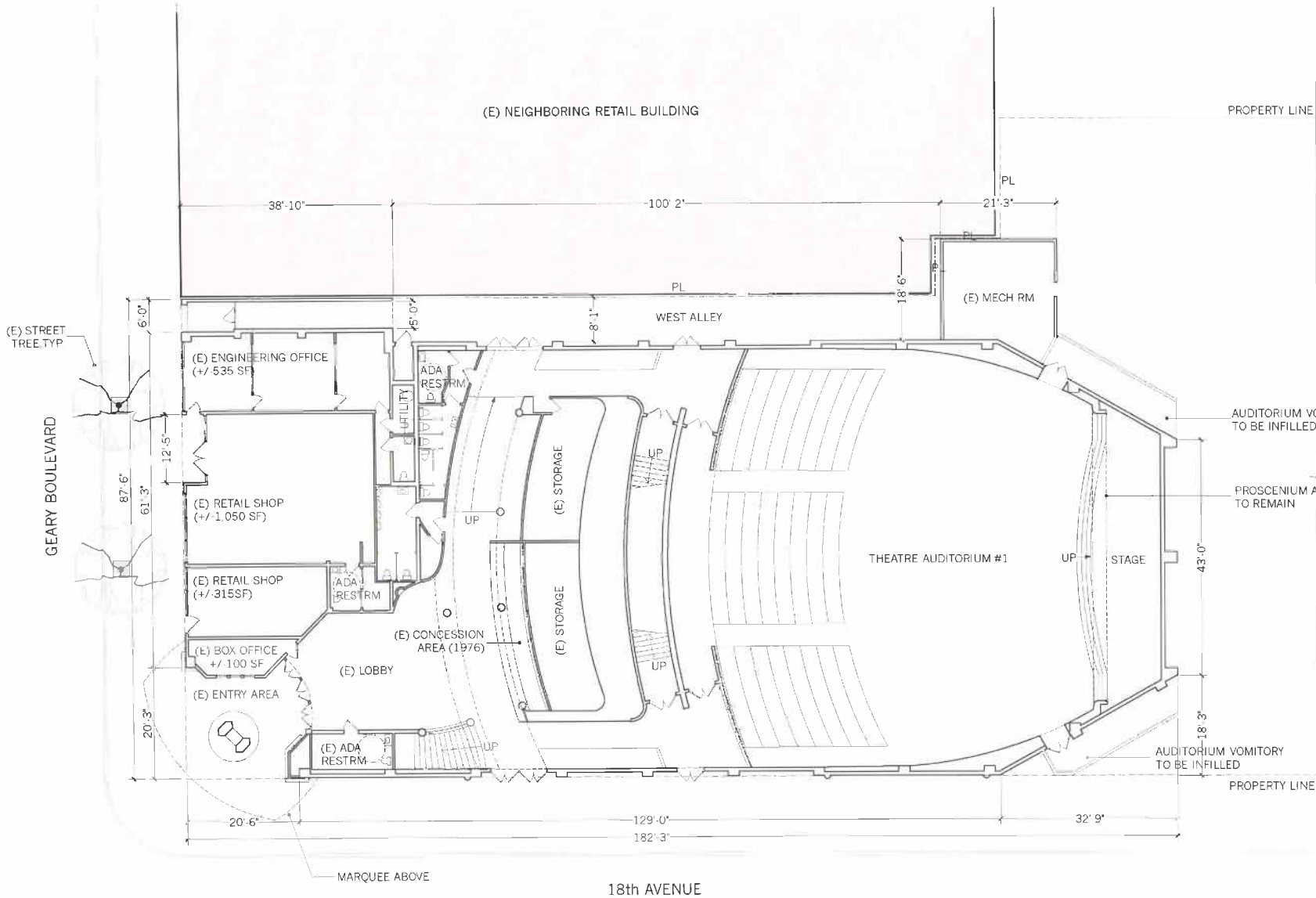


Existing Alexandria Theatre at 5400 Geary Boulevard

New Mixed Use Building at 365 - 369 18th Avenue

341 - 343 18th Avenue
(for reference only)

CONDITIONAL USE APPLICATION
MARCH 11, 2013



ELEVATION

1099 23rd Street, Suite 18
San Francisco, CA 94107

415.537.1125 v
415.821.1121 f
elevationarchitects.com

NOTE: THERE IS NO BASEMENT AREA UNDERFLOOR CRAWL SPACE AREAS ARE HEATING PLENUMS FOR AIR HANDLING ONLY SEE SHEET A-9, PG 15, FOR SECTIONAL DESCRIPTION.

EXISTING SPACE USE, 1ST FLOOR

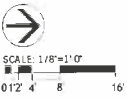
(E) RESTROOMS	600 SF
(E) OFFICE SPACE	540 SF
(E) RETAIL SPACE	1,436 SF
STORAGE	1,132 SF
MECHANICAL ROOM	400 SF
LOBBY	2,500 SF
THEATER (INC. STAGE)	6,000 SF
TOTAL FLOOR AREA:	12,608 SF

A-1
Existing 1st Floor Plan

PLANS DATED: JANUARY 28, 2013

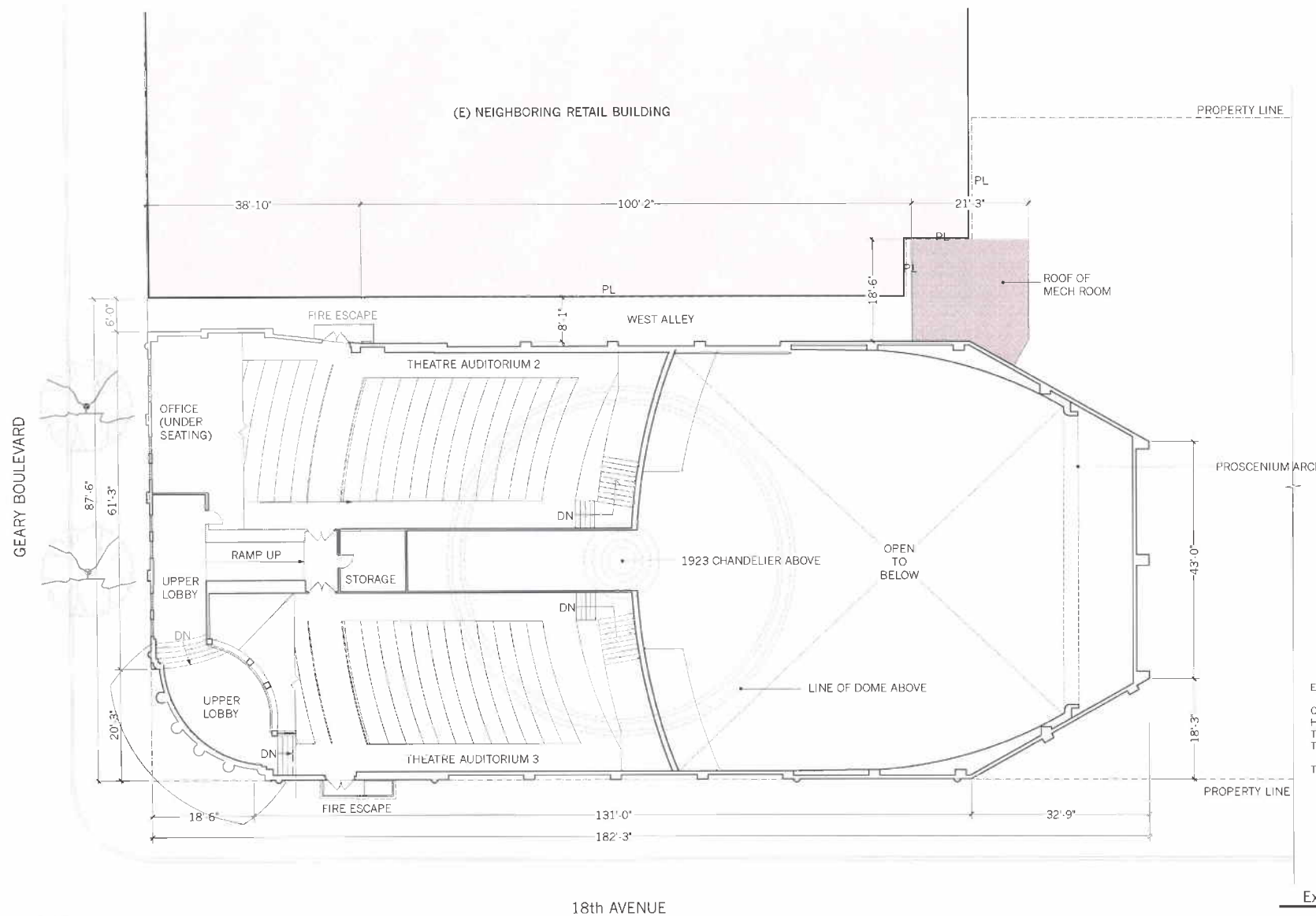
ALEXANDRIA THEATRE

5400 Geary Boulevard • San Francisco, CA 94121



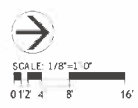


1099 - 23rd Street, Suite 18
 San Francisco, CA 94107
 415.537.1125 v
 415.821.1121 f
 elevationarchitects.com w



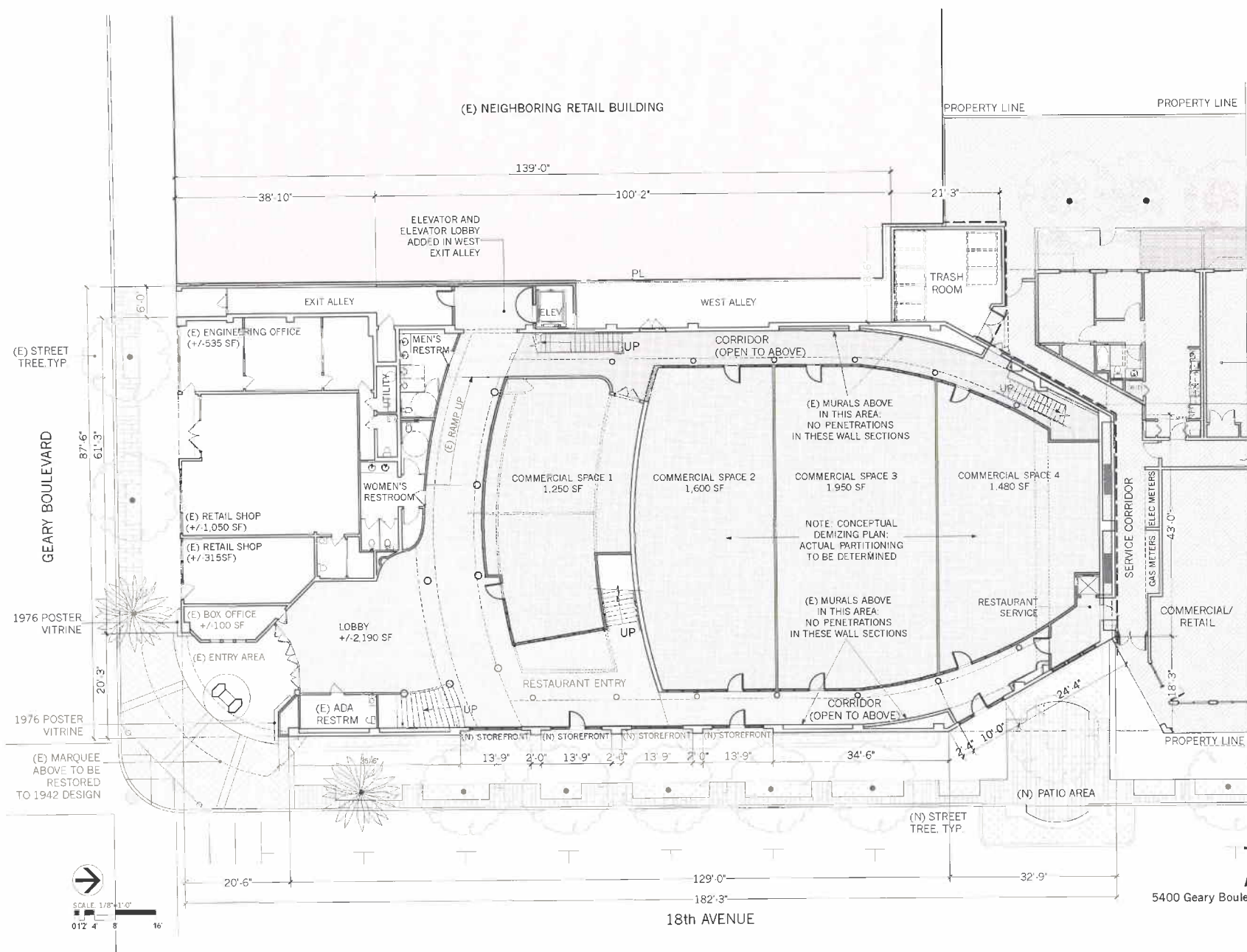
EXISTING SPACE USE: 2ND FLOOR

OFFICE	600 SF
HALL & BALCONY	600 SF
THEATER BALCONY 1	3,000 SF
THEATER BALCONY 2	2,000 SF
TOTAL FLOOR AREA:	6,200 SF



A-2
 Existing 2nd Floor Plan
 PLANS DATED: JANUARY 28, 2013

ALEXANDRIA THEATRE
 5400 Geary Boulevard • San Francisco, CA 94121



(N) MULTI-USE BUILDING
 LINE BETWEEN (E) BUILDING AND NEW CONSTRUCTION

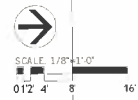
EXISTING SPACE USE: 1ST FLOOR

(E) RESTROOMS	600 SF
(E) OFFICE SPACE	540 SF
(E) RETAIL SPACE	1,436 SF
(E) MECHANICAL ROOM	400 SF
STORAGE	1,132 SF
LOBBY	2,500 SF
THEATER (INC. STAGE)	6,000 SF
TOTAL FLOOR AREA:	12,608 SF

PROPOSED SPACE USE: 1ST FLOOR

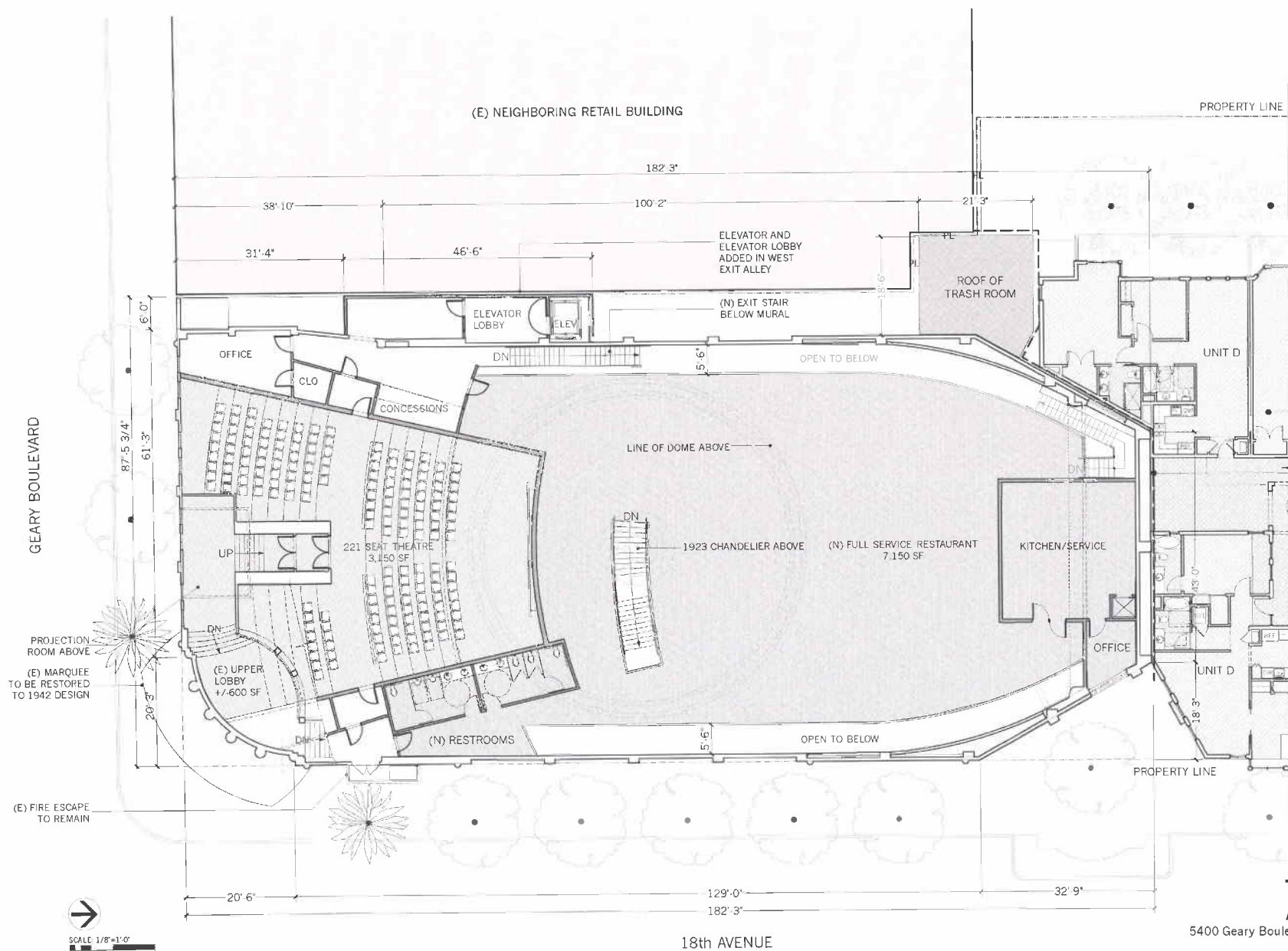
(E) RESTROOMS	600 SF
(E) OFFICE SPACE	540 SF
(E) RETAIL SPACE	1,180 SF
(N) TRASH ROOM	400 SF
(N) COMMERCIAL/RETAIL	6,280 SF
LOBBY	2,190 SF
(N) CORRIDOR	1,418 SF
TOTAL FLOOR AREA:	12,608 SF

A-3
Proposed 1st Floor Plan
 PLANS DATED: JANUARY 28, 2013
ALEXANDRIA THEATRE
 5400 Geary Boulevard • San Francisco, CA 94121





1099 - 23rd Street, Suite 18
 San Francisco, CA 94107
 415.537.1125 v
 415.821.1121 f
 elevationarchitects.com



(N) MIXED-USE BUILDING

LINE BETWEEN (E) BUILDING AND NEW CONSTRUCTION

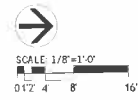
EXISTING SPACE USE: 2ND FLOOR	
OFFICE	600 SF
HALL & BALCONY	600 SF
THEATER BALCONY 1	3,000 SF
THEATER BALCONY 2	2,000 SF
TOTAL FLOOR AREA:	6,200 SF
PROPOSED SPACE USE: 2ND FLOOR	
OFFICE	600 SF
HALL & BALCONY	600 SF
(N) THEATER	3,150 SF
(N) RESTAURANT	7,150 SF
TOTAL FLOOR AREA:	11,500 SF

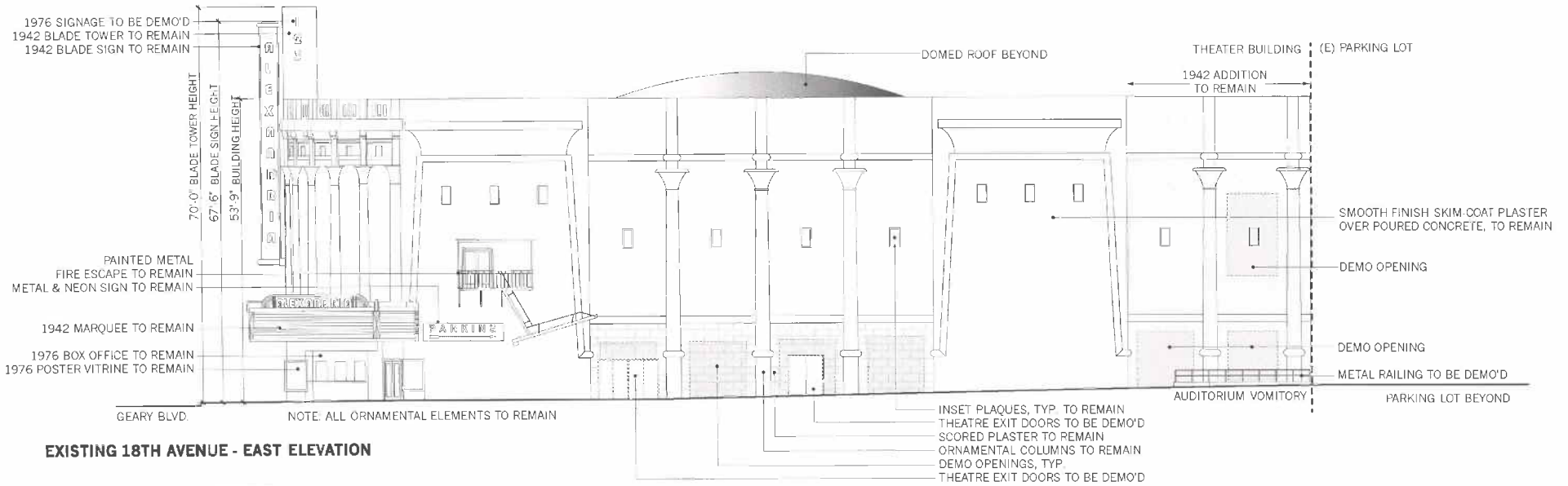
A-4
Proposed 2nd Floor Plan

PLANS DATED: JANUARY 28, 2013

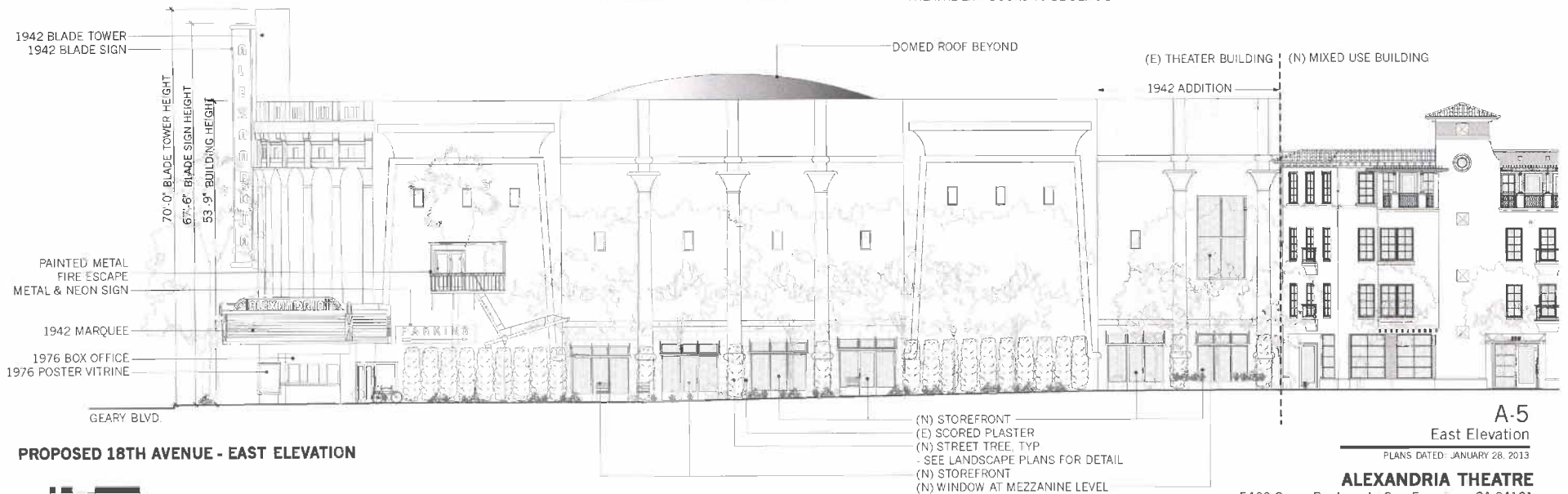
ALEXANDRIA THEATRE

5400 Geary Boulevard • San Francisco, CA 94121





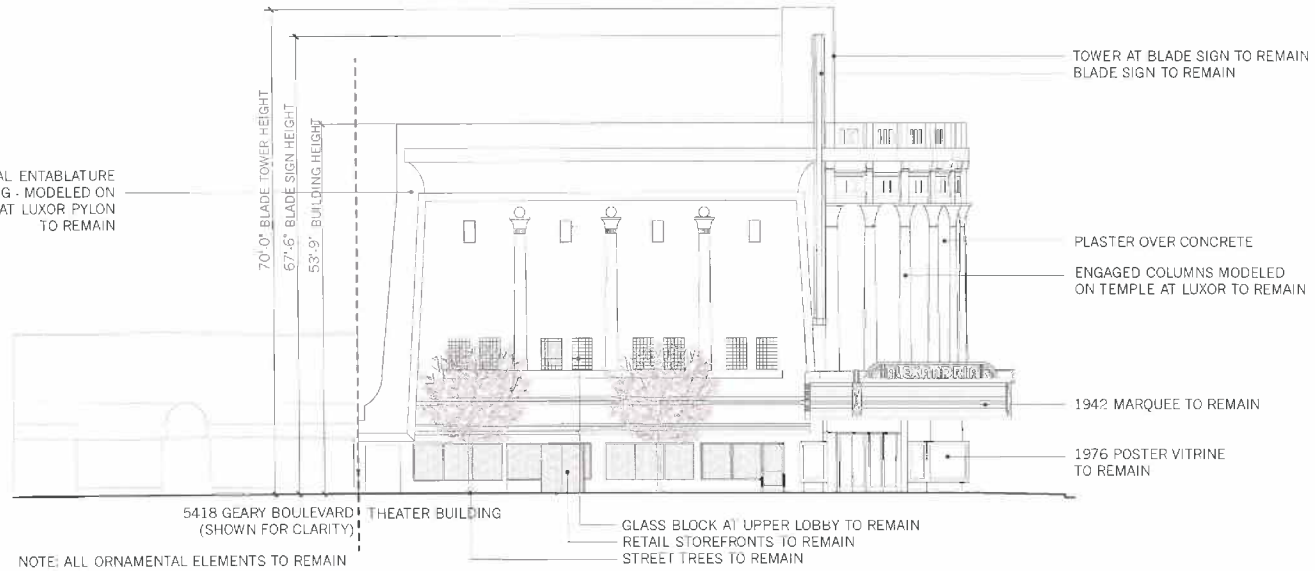
EXISTING 18TH AVENUE - EAST ELEVATION



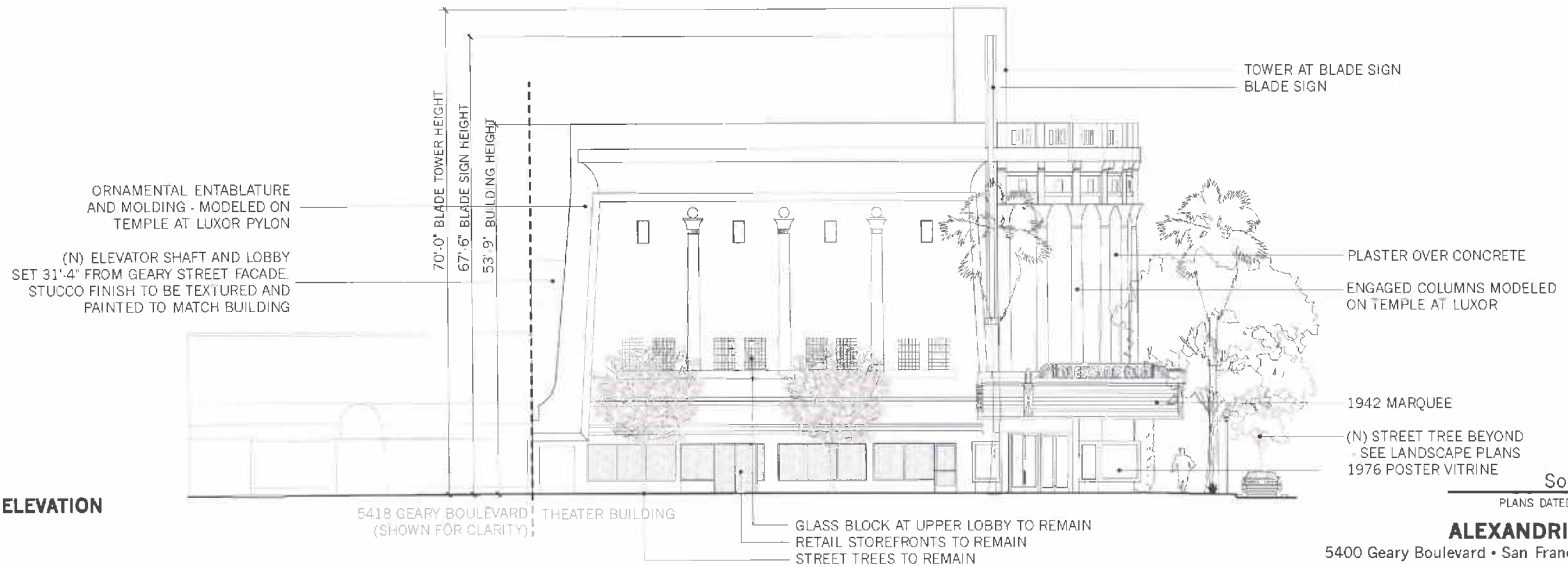
PROPOSED 18TH AVENUE - EAST ELEVATION



**EXISTING SOUTH ELEVATION
GEARY BOULEVARD**



**PROPOSED SOUTH ELEVATION
GEARY BOULEVARD**

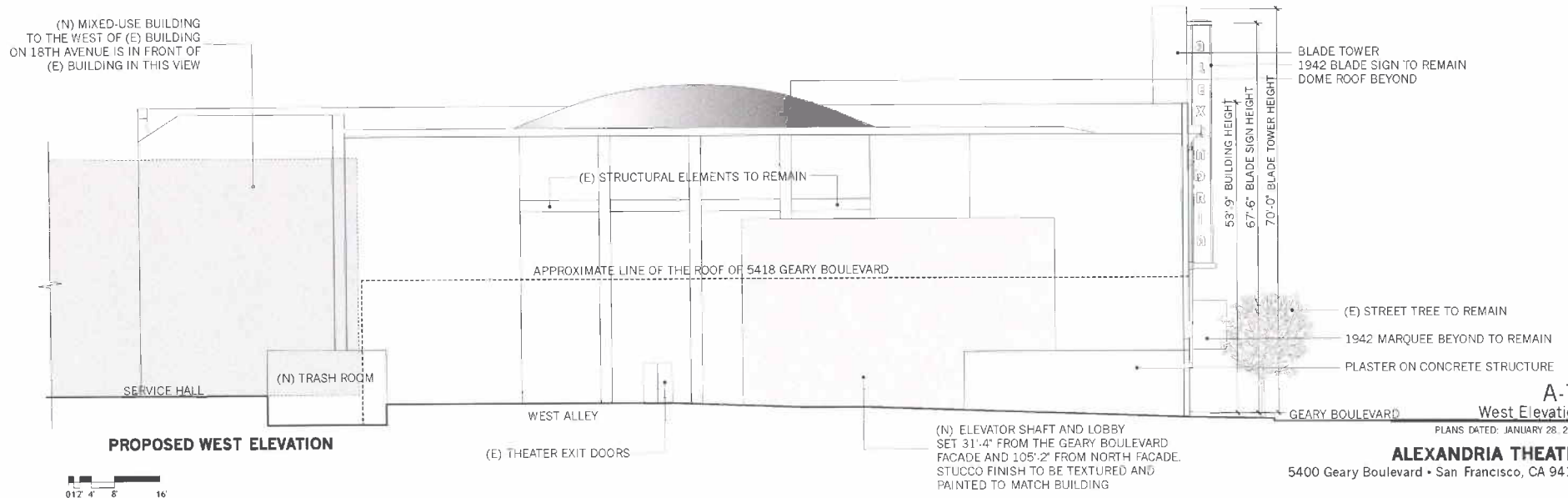
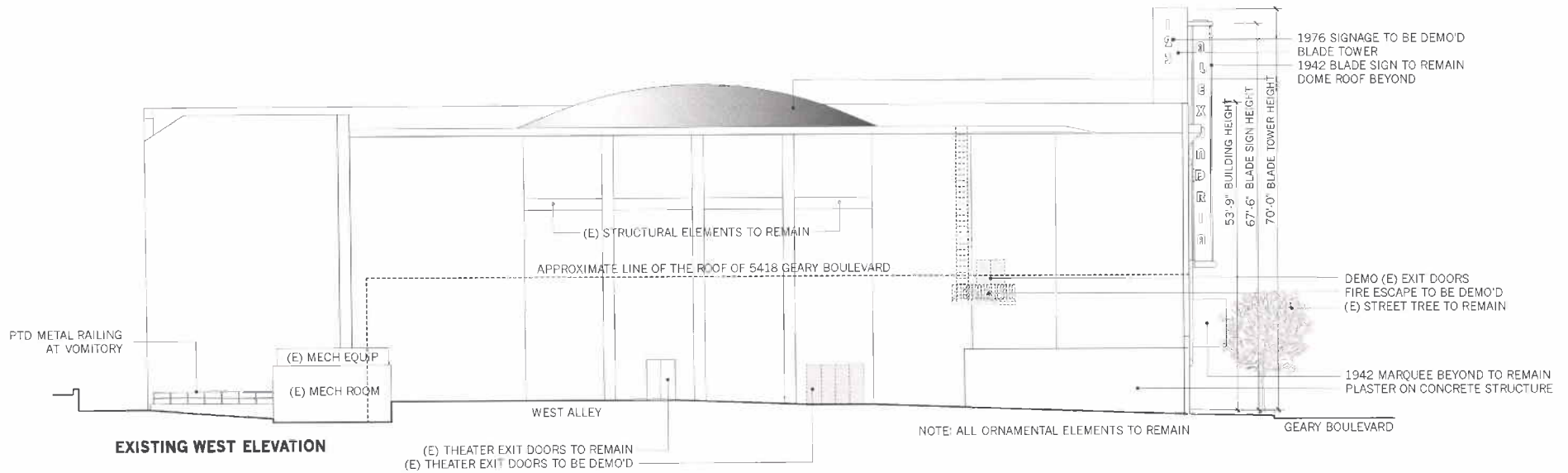


A-6
South Elevation

PLANS DATED: JANUARY 28, 2013

ALEXANDRIA THEATRE

5400 Geary Boulevard • San Francisco, CA 94121

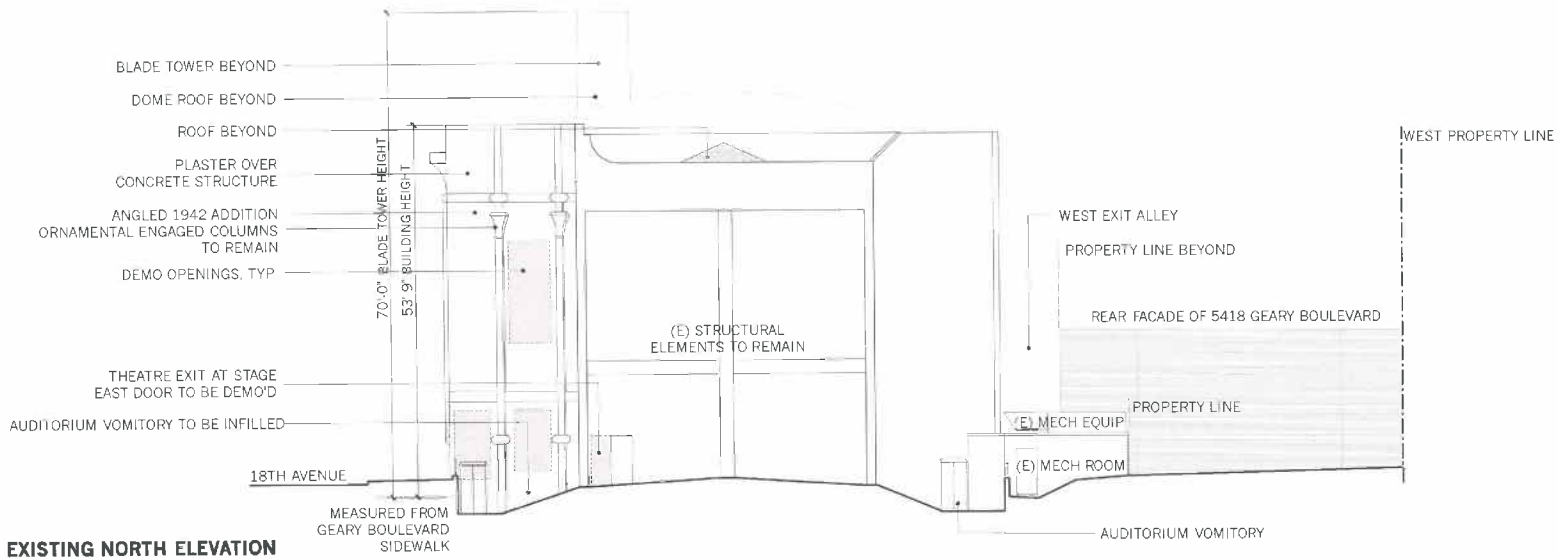


A-7
West Elevation

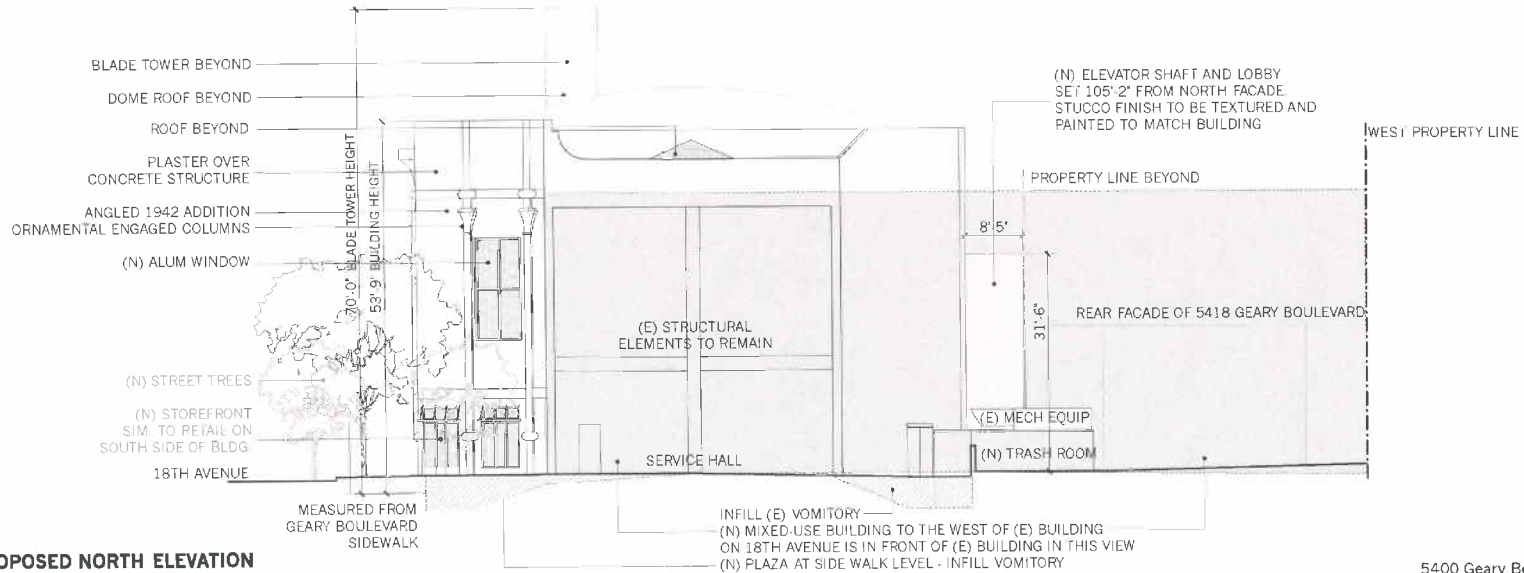
PLANS DATED: JANUARY 28, 2013

ALEXANDRIA THEATRE

5400 Geary Boulevard • San Francisco, CA 94121



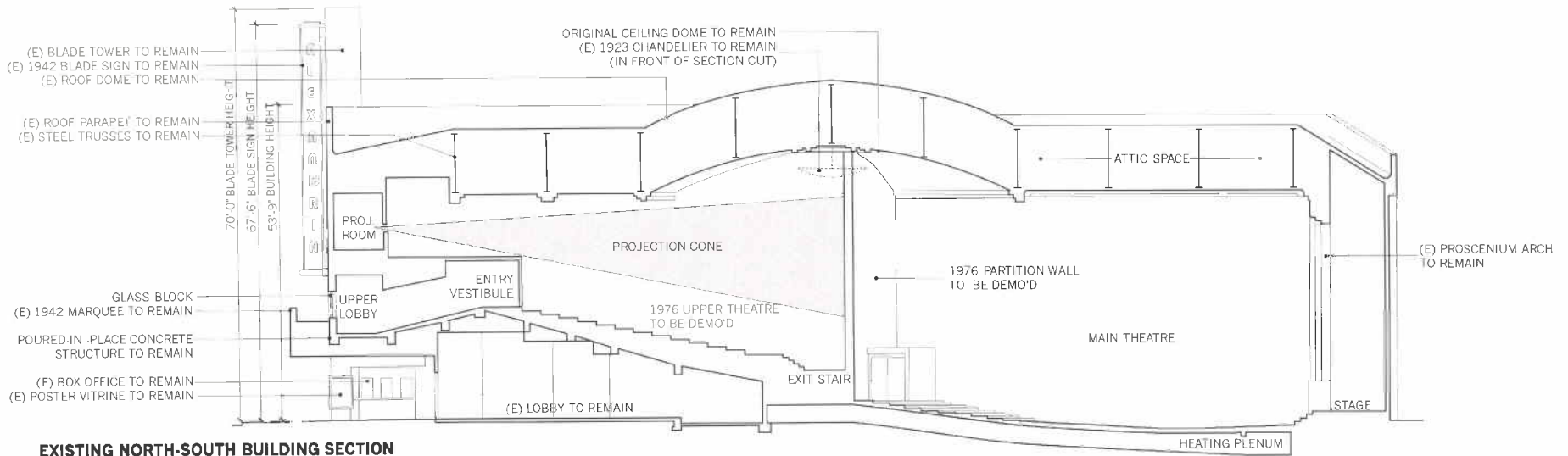
EXISTING NORTH ELEVATION



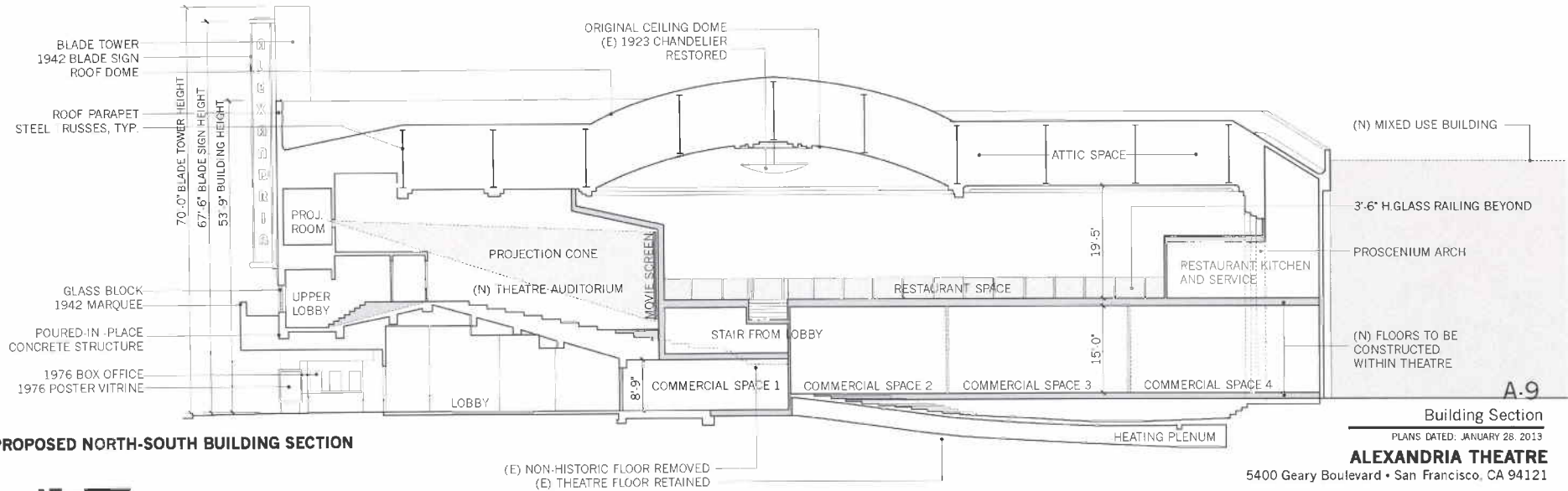
PROPOSED NORTH ELEVATION



A-8
 North Elevation
 PLANS DATED: JANUARY 28, 2013
ALEXANDRIA THEATRE
 5400 Geary Boulevard • San Francisco, CA 94121



EXISTING NORTH-SOUTH BUILDING SECTION



PROPOSED NORTH-SOUTH BUILDING SECTION



A.9

Building Section

PLANS DATED: JANUARY 28, 2013

ALEXANDRIA THEATRE

5400 Geary Boulevard • San Francisco, CA 94121



1099 23rd Street, Suite 18
San Francisco, CA 94107
415.537.1125 v
415.821.1121 f
elevationarchitects.com w



THE LOBBY AND GRAND STAIR

Virtually all of what you see in the lobby, grand stair and upper lobby was installed in the 1942 renovation. The space will be minimally altered with the removal of the 1960's concession counter (upper left) which will be replaced by a storefront to enclose a commercial space. The architectural features to be retained in this renovation include: the Art Deco columns, the grand stair and its railing, the emerald tiled water fountain (upper right) and the decorative stepped moldings at the ceiling and beams. The light fixtures will be retained, but rewired to meet today's energy standards.



THE GREEK PLAQUES

The Alexandria's grand staircase and landing leading to the former balcony are decorated with Art Deco reliefs. Their metallic finishes catch the light in different ways as the viewer moves past them, making it impossible to capture their interactive nature in a single photograph. This relief (left) which is located in the upper lobby, shows a pair of classical Greek warriors. Greek themes were often associated in Art Deco with fine arts.



THE FILM PLAQUES

The Alexandria's decor celebrated cinematography as a modern art form whose finest exemplars could stand alongside the great works of the classical tradition. These plaques are on the east wall of the grand stair stepping up at equal intervals.



DECO DETAILS

Besides the exterior, very little remains of the original 1923 design of the building. The 1942 renovation introduced Art Deco vocabulary throughout the interior with its style-specific geometric stepping and repetitive forms. The proscenium arch (left) is a simple form of three pillowed moldings that wrap the screen area. The ceiling in the lobby (right) is a prime example of Deco period penchant for elaborating the structural elements.

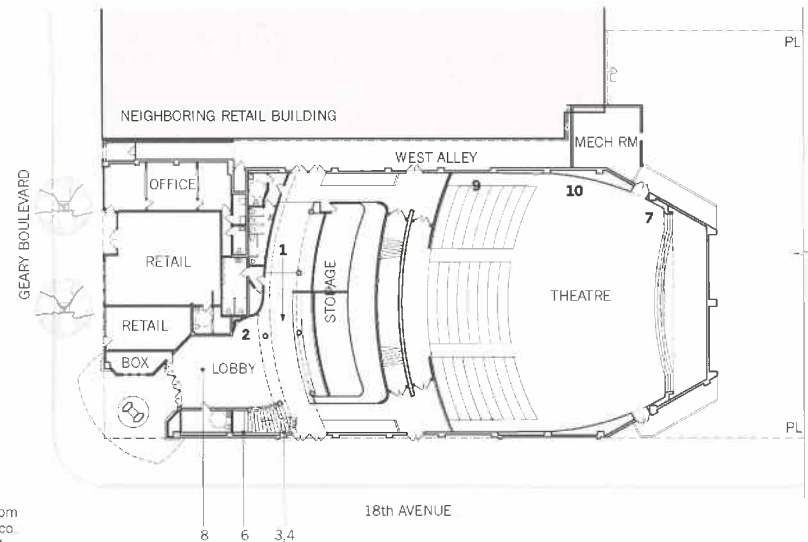


THE THEATRE MURALS

Within the heart of the Alexandria towers this giant Art Deco mural depicting nymphs and sea sprites of classical mythology cavorting amid stylized ocean waves and abstracted flower blossoms. Like much of the best Art Deco, this original painting blends inspiration from the greatest traditions of world art with the uniquely 20th century aesthetic that was Art Deco. Clean, sweeping lines, patterns, and geometric stylization expressed the era's look forward to a streamlined utopia liberated by technology, freed from the chains of the past yet enriched by classic treasures.



Photo from re-opening of the Art Deco renovated Alexandria, September 25, 1942



A-10
Historical Elements - 1st Floor
PLANS DATED: JANUARY 28, 2013

ALEXANDRIA THEATRE
5400 Geary Boulevard • San Francisco, CA 94121



HIDDEN DETAILS

Currently hidden behind a wall built in 1976 for the projection room for Auditorium 3, these details will be revealed in the renovation of the building. On the right, is a decorative plaque that has been painted white that is the same size as the plaques on the grand stair. At the ceiling (left), is an air vent grill that is located at the southeast corner along the curved exterior wall. The location of these elements is noted in the 1942 photo of the auditorium at right. In 1976, the two upper auditoria were built dividing the dome and side wall mural in half.



CEILING AND MURALS

The upper theatres will be removed revealing the full theatre space for the first time since 1976. The classical ceiling design is original to the building is broken into rectangular fields with a large central dome which can be seen in the 1942 photo to the right. While the interior had been painted in 1976, some of the earlier paint color scheme (right) has been revealed with the removal of the upper theatre screens (by UA Artists in 2004). Fortunately, the construction of the upper theatres in 1976 only involved attaching one wall to the east and west walls of the theatre, leaving the murals intact.



UPPER LOBBY

The upper lobby begins at the top of the grand stair. This oval-shaped space with its stepped walls and dropped ceiling is typical of the Art Deco period. The east wall follows the curve of the grand colonnade above the marquee and features the cinematography plaque described below. The small plaques on the grand stair can be seen in the right photo. The light fixture appears to be original to the 1923 design, but is made of plastic and is only a replica of one that may have been there.



THE ART DECO PLAQUES

The finest Art Deco relief in the Alexandria is this elaborate piece which uses applied black strips to define illustrations on a golden-copper metallic background whose highlights shift as you walk past it. The imagery expresses the theme that cinematography is the modern descendant of classical theater. The composition appears to show a cameraman filming while being inspired in his art by the beauty of a classical muse.



THE UPPER LOBBY PLAQUES

There are additional plaques mounted high on the walls of the upper most part of the lobby at the entrance to auditoria 2 and 3. These feature Art Deco stylized versions of Greek precedence and appear to be a metallic copper wash on a masonite panel.



THE GRAND CHANDELIER

High above the Alexandria's main auditorium floats this grand chandelier, a survivor of the theater's original 1923 interior decor. The chandelier, in the stylized shape of the sun that was so important in Egyptian cosmology, hangs from a great plaster dome painted as if a skylight open to a blue sky.

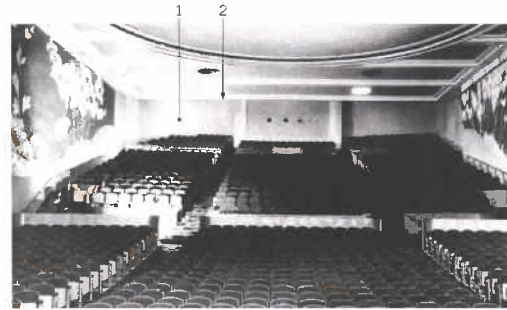
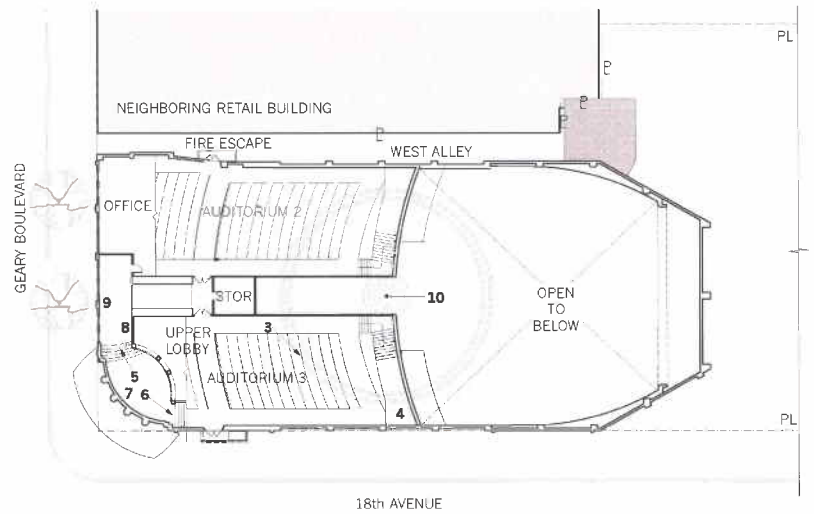


Photo from re-opening of the Art Deco renovated Alexandria, September 25, 1942





1099 - 23rd Street, Suite 18
San Francisco, CA 94107
415.537.1125 v
415.821.1121 f
elevationarchitects.com w

THE EGYPTIAN MOVIE PALACE

Capitalizing on the 1922 discovery of King Tutankhamen's tomb, the Alexandria Theatre was designed with a stylized Egyptian theme, mixing elements of ancient Egypt, Minoan and classical detailing. The massiveness of Egyptian tombs is emulated in the battered, slab-like walls along both Geary and 18th Avenue facades. The simple ornamental schemes found in ancient buildings like the pylons of the Temple of Luxor are echoed in the rhythmic bays along both street facades and the unornamented outward curving entablature-like cap elements. Pilasters similar to the columns on the rounded corner bay articulate the structural bays.

The elaborate curved corner element conveys the power of its Egyptian precedent in its allusion to the Court of Ramses II at Luxor. The six engaged columns rise to ribbed and floral capitals. Massive brackets, like slaves shouldering the heavy load, angle outward to support the unornamented architrave. Subtle detailing, like the classical rope molding at the bend in the brackets stand in contrast to the otherwise bulky Egyptian architectural elements. The capitals still feature their painted aqua, blue and cream, presumably papyrus leaf patterns.



2

1



5



4



3

THE MARQUEE

The existing marquee was added in 1942, designed by noted San Francisco architect A.A. Cantin. With its art deco geometric curves and ribbing, it is typical of many others designed in the 1930's and 40's. The marquee will be restored as part of this renovation.



7



6



8

THE BLADE SIGN AND TOWER

The art deco blade sign was added in the 1942 renovation along with the tower element it is attached to, which replaced a ziggurat element that had capped the corner in the original building. The tower was topped by a fanciful art deco crown that has since been removed, likely in 1963 when the entry was remodeled. The "1,2,3" numbers were added in the 1976 expansion and will be removed in this renovation.

ENTRY AND BOX OFFICE

The elaborate terrazzo patterned flooring at the entry, a product of the 1942 renovation and the marble clad ticket booth and movie poster vitrines from a 1963 remodel will be retained.



11



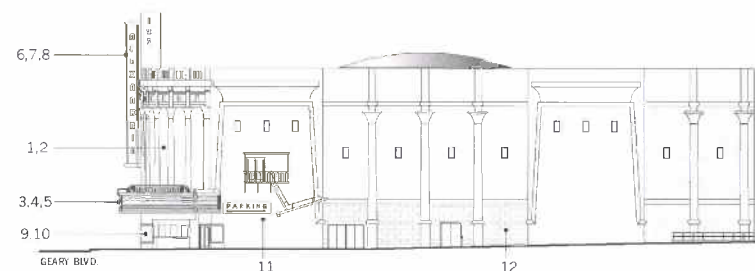
13

EXTERIOR ARCHITECTURAL ELEMENTS: 18TH AVENUE

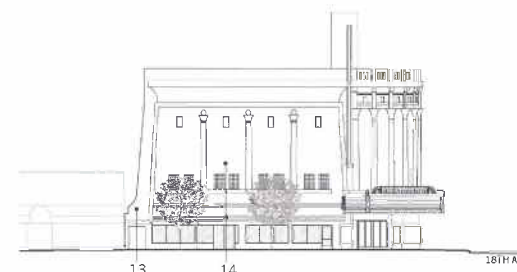
The fire escape on the 18th Avenue side of the building is original to the building and will be retained. The neon "Parking" sign was likely added in the 1942 renovation and addition and will be retained and restored.

EXTERIOR ARCHITECTURAL ELEMENTS: GEARY BOULEVARD

All of the architectural elements on the exterior of the building including the Egyptian elements, the pylons, columns, painted capitals, forceful bullnose molding (right) and decorative buttress (left); all will be retained.



18TH AVENUE - EAST ELEVATION



GEARY BOULEVARD - SOUTH ELEVATION

A-12
Historical Elements - Elevations

PLANS DATED: JANUARY 28, 2013

ALEXANDRIA THEATRE
5400 Geary Boulevard • San Francisco, CA 94121



NEW MIXED USE BUILDING

365 - 369 18th Avenue • San Francisco, California



Existing Alexandria Theatre at 5400 Geary Boulevard

New Mixed Use Building at 365 - 369 18th Avenue

341 - 343 18th Avenue
(for reference only)

BUILDING INFORMATION

ZONING: NC3/PUD 37 UNITS PROPOSED
 LOT SIZE 23,400 SQ FT (PORTION OF 37,243 SF LOT)
 HEIGHT 40' 0"
 REQ. REAR YARD: 25% X 120' 0" LOT DEPTH=30' 0"
 REAR YARD AREA: 30' X +/-200' = 5,900 SQ FT

COMMERCIAL SPACE 4,840 SQ FT

37 RESIDENTIAL CONDOS. (12% B M R REQUIRED: 4 UNITS)

1ST FLOOR: 7 UNITS 5,616 SQ FT
 2ND FLOOR: 10 UNITS 11,485 SQ FT
 3RD FLOOR: 10 UNITS 11,485 SQ FT
 4TH FLOOR: 10 UNITS 11,155 SQ FT

TOTAL LIVING AREA 39,741 SQ FT

UNIT TYPES

UNIT A	1 BDRM, 1 BATH	12
UNIT B	1BDRM+DEN, 1 BATH	1
UNIT C	2 BDRM, 1 BATH	3
UNIT D	2 BDRM, 2 BATH	9
UNIT E	2 BDRM+DEN, 2 BATH	6
UNIT F	3 BDRM, 2 BATH	6

TOTAL 37

COMMON OPEN SPACE REQUIREMENTS: TABLE 135A
 80 SQ FT (PRIVATE)
 80 X 133: 106.4 SQ FT (COMMON)

TOTAL OPEN SPACE REQUIRED:
 PRIVATE: 7 UNITS X 80 SQ FT 560 SQ FT
 PROVIDED: 1,290 SQ FT
 COMMON: 30 UNITS X 106.4 SQ FT.: 2,960 SQ FT
 PROVIDED: 4,350 SQ FT

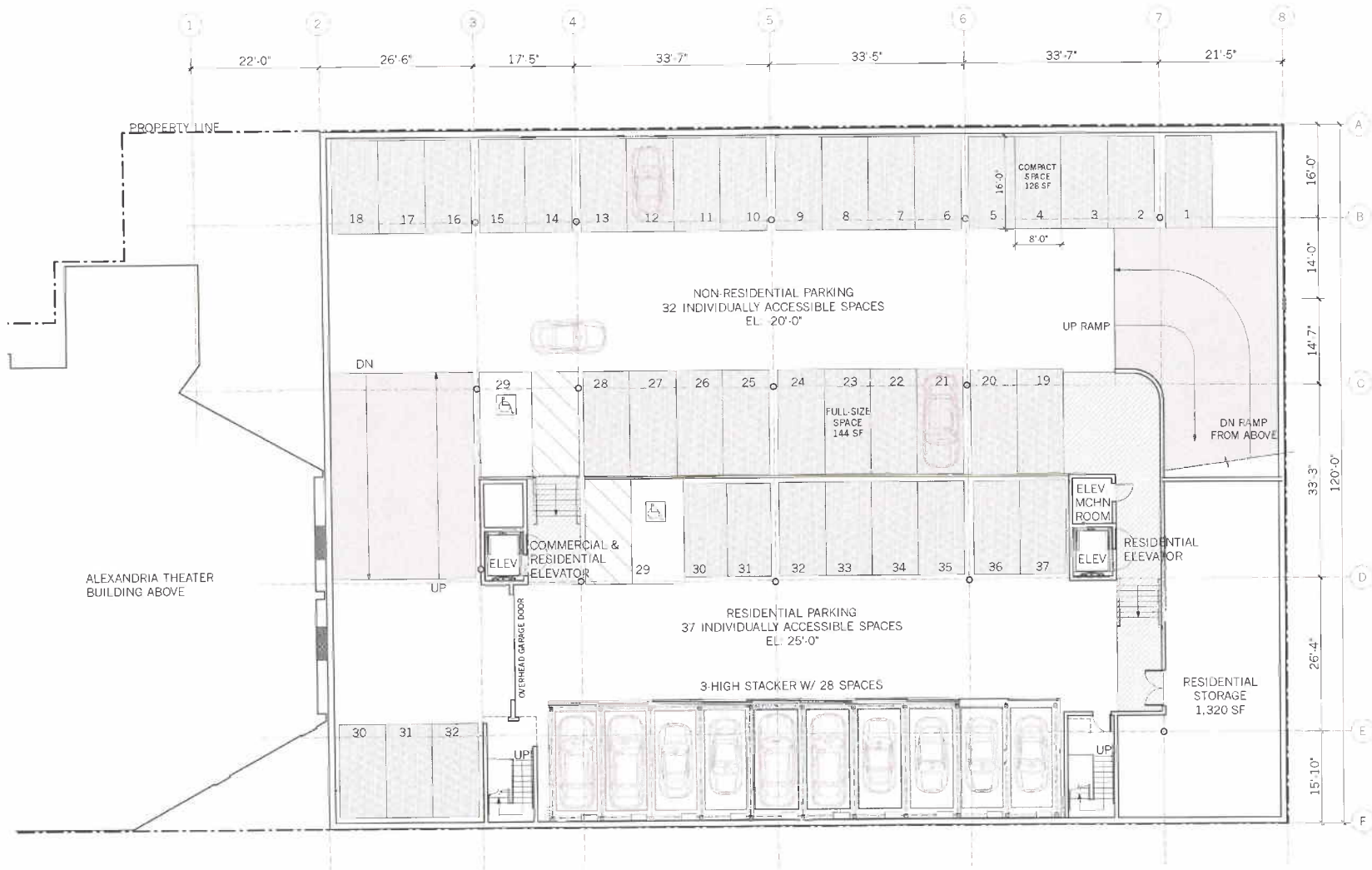
PARKING GARAGE LEVEL 1: 19,875 SQ FT.

51 SPACES (COMMERCIAL USE) INCLUDING 4 HC VAN SPACES
 2 CAR SHARE SPACES

PARKING GARAGE LEVEL 2: 19,875 SQ FT.

37 SPACES (RESIDENTIAL USE) INCLUDING 1 HC VAN SPACE
 32 SPACES (COMMERCIAL USE) INCLUDING 1 HC VAN SPACE

PLANS DATED: MARCH 11, 2013



PARKING

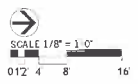
NON RESIDENTIAL SPACES	32
RESIDENTIAL SPACES	37
TOTAL	69

RESIDENTIAL STORAGE: 1,320 SF

PROPOSED AREA

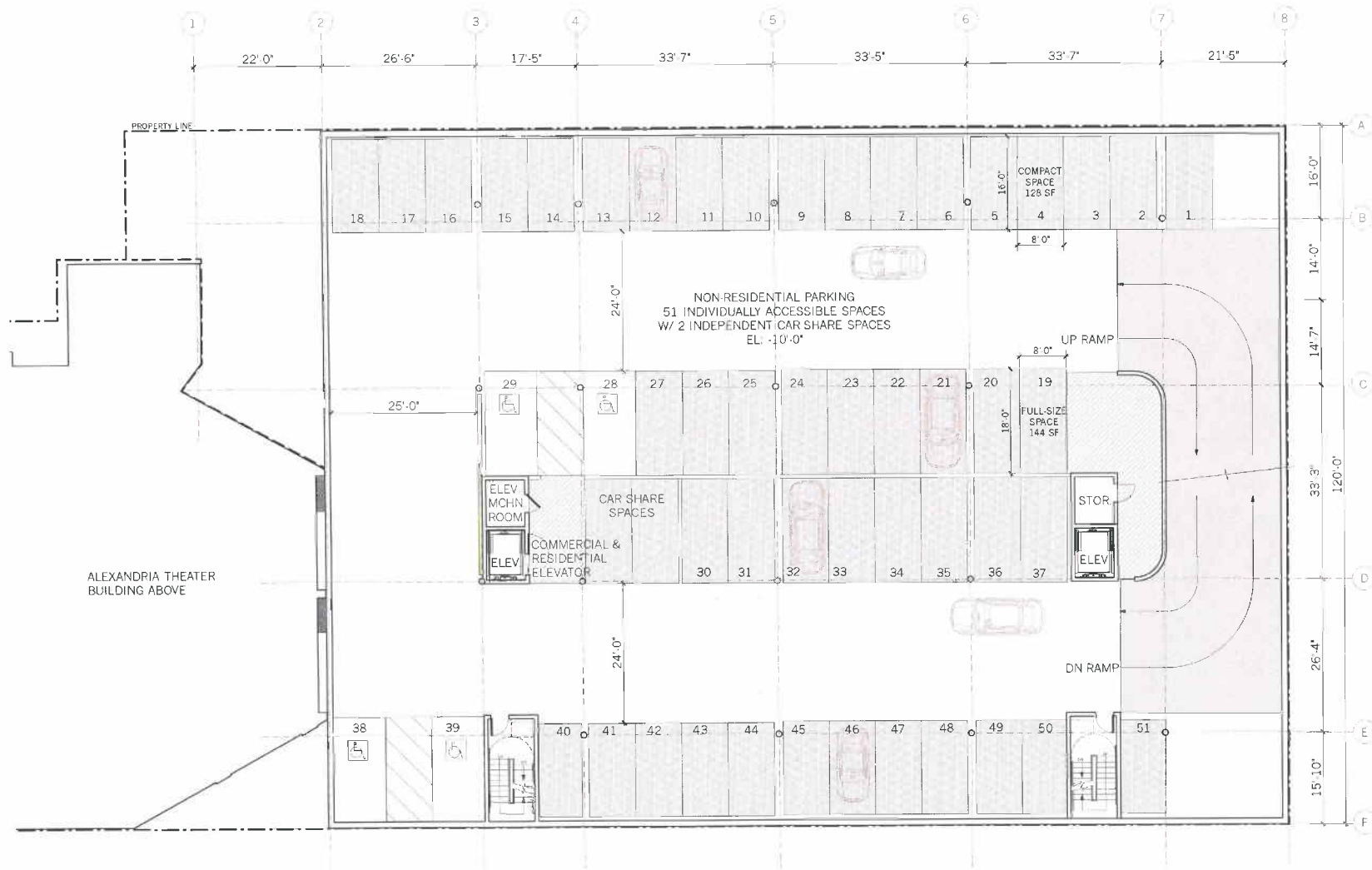
BASEMENT LEVEL 2	19,875 SQ FT
------------------	--------------

ALEXANDRIA THEATER BUILDING ABOVE



A-1
Proposed Basement Level 2 Plan
PLANS DATED: MARCH 11, 2013

NEW MIXED USE BUILDING
369 18th Avenue • San Francisco, CA 94121



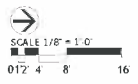
ALEXANDRIA THEATER BUILDING ABOVE

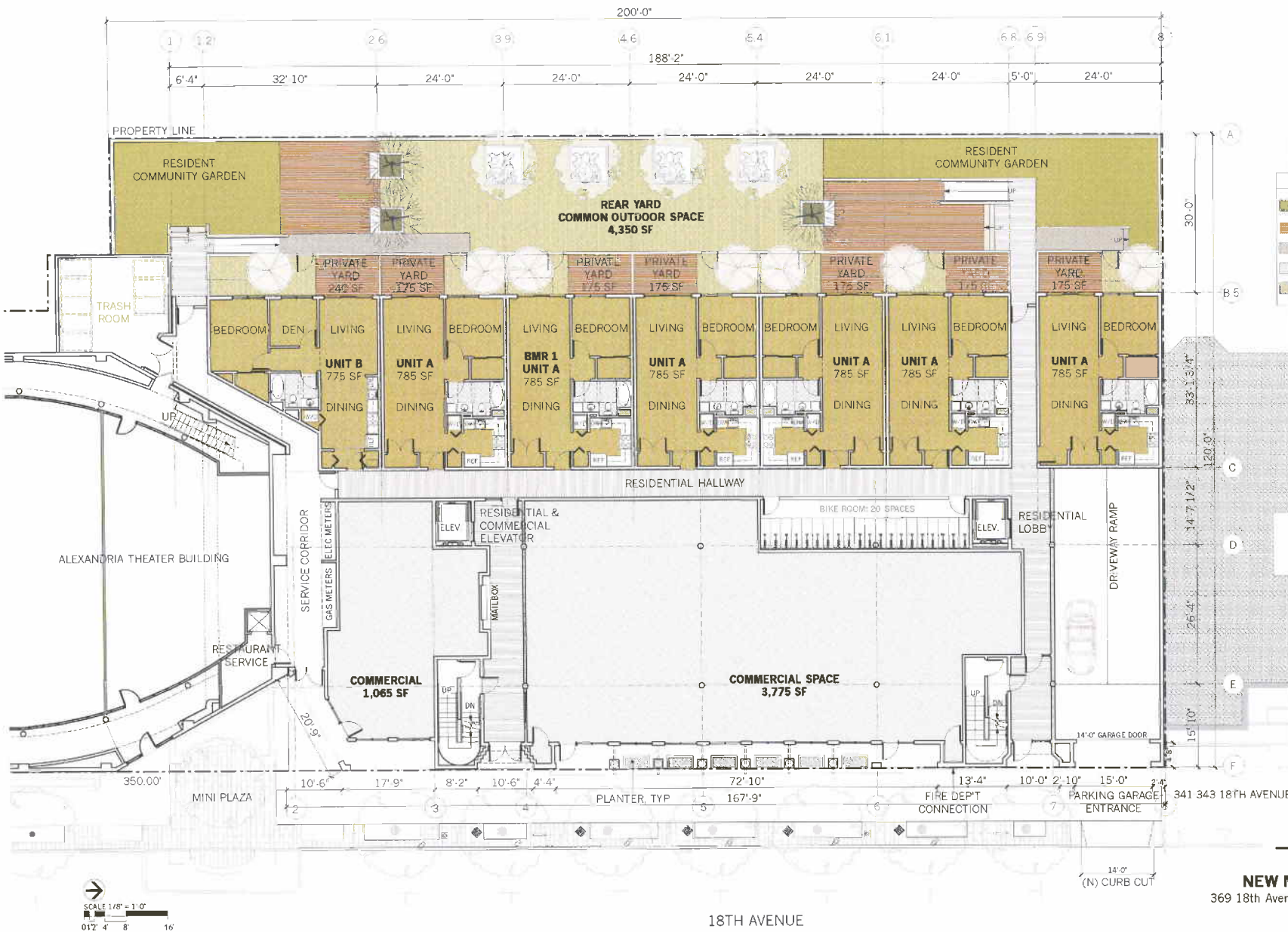
PARKING	
NON RESIDENTIAL SPACES	51
CAR SHARE SPACES	2
TOTAL	53

PROPOSED AREA	
BASEMENT LEVEL 2	19,875 SQ. FT.

A-2
Proposed Basement Level 1 Plan
PLANS DATED: MARCH 11, 2013

NEW MIXED USE BUILDING
369 18th Avenue • San Francisco, CA 94121





ELEVATION

1099 - 23rd Street, Suite 18
San Francisco, CA 94107
415 937 1125 v
415 821 1121 f
elevationarchitects.com w

COMMON OPEN SPACE KEY

- RESIDENT COMMUNITY GARDEN
- PLANTING BED
- BOARDWALK DECK
- DECOMPOSED GRANITE WALKWAY
- TILE FLOORING
- DROUGHT-TOLERANT NATIVE GRASS

UNIT TYPES

UNIT A	1 BD RM	1 BATH
UNIT B	1 BD RM + DEN	1 BATH
UNIT C	2 BD RM	1 BATH
UNIT D	2 BD RM	2 BATH
UNIT E	2 BD RM + DEN	2 BATH
UNIT F	3 BD RM	2 BATH

UNIT COUNT 1ST FLOOR

UNIT A	6
UNIT B	1
UNIT C	0
UNIT D	0
UNIT E	0
UNIT F	0
TOTAL	7

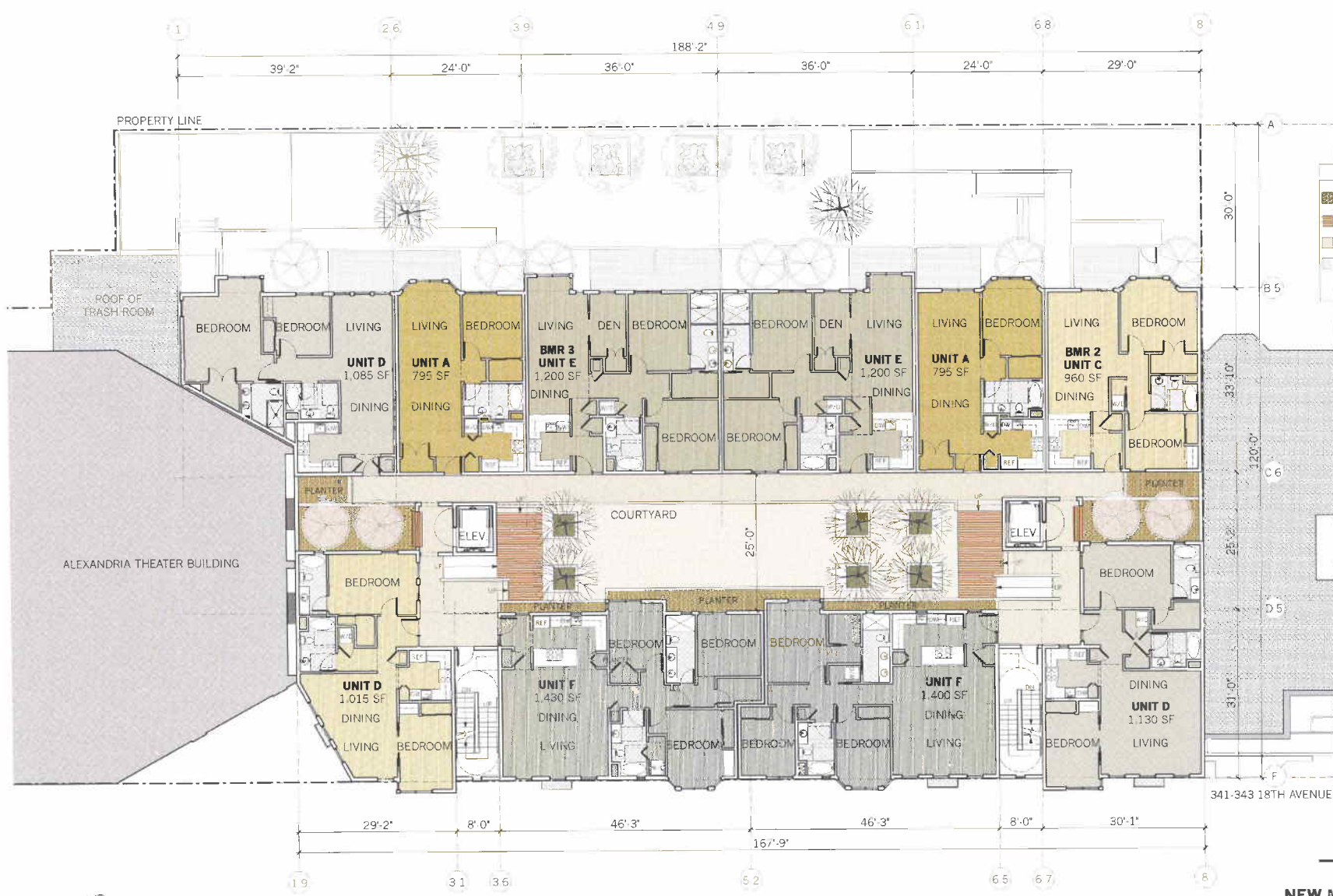
PROPOSED AREAS

RESIDENTIAL	5,615 SQ FT
LOBBIES, STAIRS & CORRIDORS	2,557 SQ FT
COMMERCIAL	4,840 SQ FT
UTILITIES	455 SQ FT
PARKING	1,136 SQ FT
TOTAL	14,603 SQ FT



A-3
Proposed 1st Floor Plan
PLANS DATED: MARCH 11, 2013

NEW MIXED USE BUILDING
369 18th Avenue • San Francisco, CA 94121



ELEVATION



1099 - 23rd Street, Suite 18
San Francisco, CA 94107
415.537.1125 v
415.821.1121 f
elevationarchitects.com w

COMMON OPEN SPACE KEY

- PERENNIAL AND ANNUAL PLANTING BED
- BOARDWALK DECK
- CONCRETE WALKWAY
- DROUGHT-TOLERANT NATIVE GRASS

UNIT TYPES

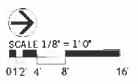
UNIT A	1 BDRM, 1 BATH
UNIT B	1 BDRM+DEN, 1 BATH
UNIT C	2 BDRM, 1 BATH
UNIT D	2 BDRM, 2 BATH
UNIT E	2 BDRM+DEN, 2 BATH
UNIT F	3 BDRM, 2 BATH

UNIT COUNT 2ND FLOOR

UNIT A	2
UNIT B	0
UNIT C	1
UNIT D	3
UNIT E	2
UNIT F	2
TOTAL	10

PROPOSED AREAS

RESIDENTIAL	11,485 SQ FT
ELEVATORS & STAIRS	685 SQ FT
COURTYARD	3,530 SQ FT
TOTAL	15,700 SQ FT



341-343 18TH AVENUE

A-4
Proposed 2nd Floor Plan
PLANS DATED: MARCH 11, 2013

NEW MIXED USE BUILDING
369 18th Avenue • San Francisco, CA 94121

ELEVATION



1099 - 23rd Street Suite 18
San Francisco, CA 94107

415.537.1125 v
415.871.1121 f
elevationarchitects.com w



UNIT TYPES

UNIT A	1 BDRM, 1 BATH
UNIT B	1BDRM+DEN, 1 BATH
UNIT C	2 BDRM, 1 BATH
UNIT D	2 BDRM, 2 BATH
UNIT E	2 BDRM+DEN, 2 BATH
UNIT F	3 BDRM, 2 BATH

UNIT COUNT 3RD FLOOR

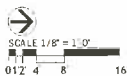
UNIT A	2
UNIT B	0
UNIT C	1
UNIT D	3
UNIT E	2
UNIT F	2
TOTAL	10

PROPOSED AREAS

RESIDENTIAL	11 485 SQ FT
ELEVATORS,	
STAIRS	
& WALKWAYS	1,720 SQ FT
TOTAL	13,205 SQ FT

A-5
Proposed 3rd Floor Plan
PLANS DATED: MARCH 11, 2013

NEW MIXED USE BUILDING
369 18th Avenue • San Francisco, CA 94121



ELEVATION



1099 23rd Street, Suite 18
San Francisco, CA 94107

415.637.1125 v
415.821.1121 f
elevationarchitects.com



UNIT TYPES

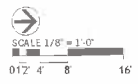
UNIT A	1 BDRM, 1 BATH
UNIT B	1BDRM+DEN, 1 BATH
UNIT C	2 BDRM, 1 BATH
UNIT D	2 BDRM, 2 BATH
UNIT E	2 BDRM+DEN, 2 BATH
UNIT F	3 BDRM, 2 BATH

UNIT COUNT 4TH FLOOR

UNIT A	2
UNIT B	0
UNIT C	1
UNIT D	3
UNIT E	2
UNIT F	2
TOTAL	10

PROPOSED AREAS

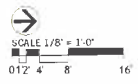
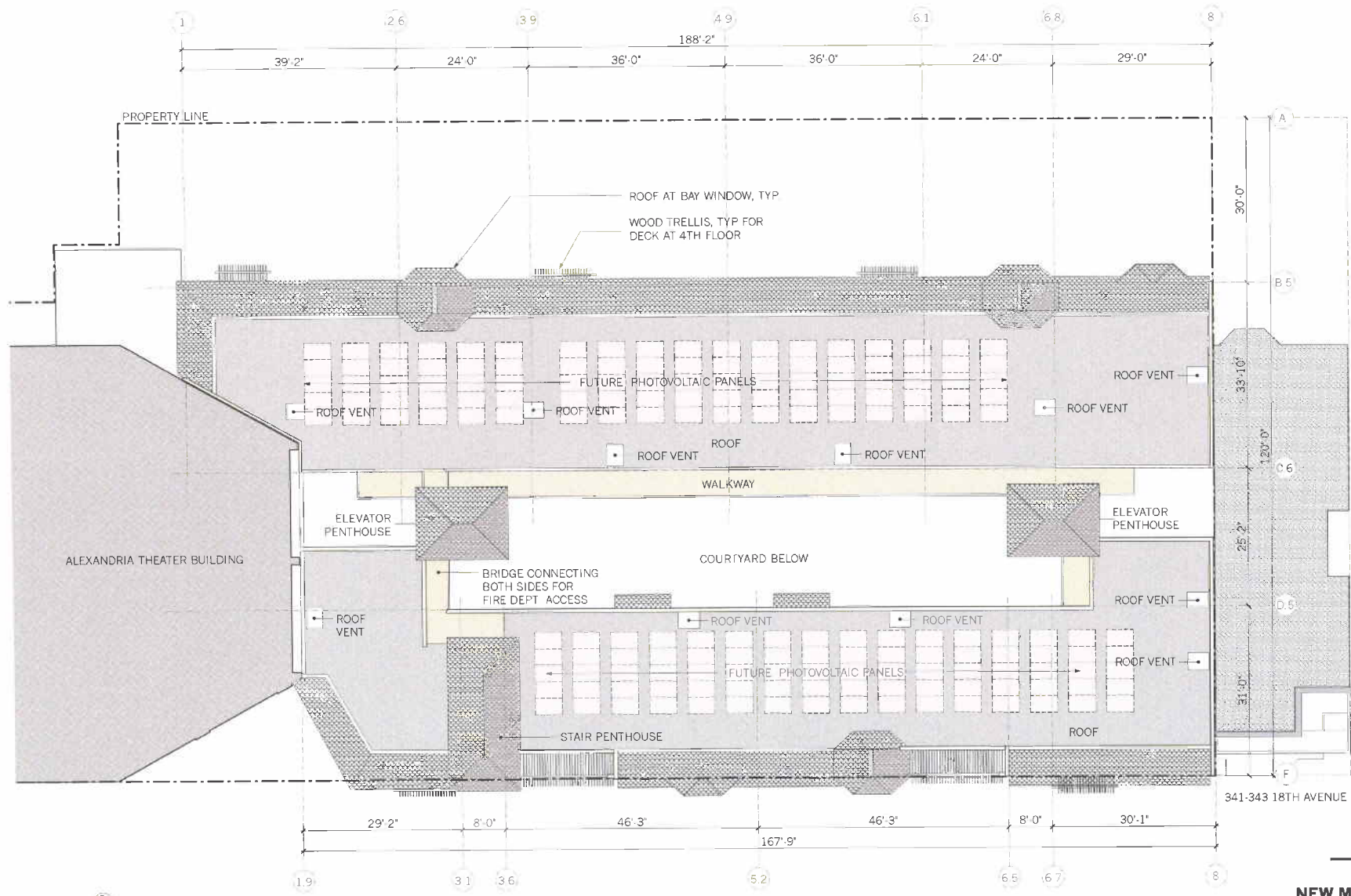
RESIDENTIAL	11,155 SQ.FT
PRIVATE DECKS	315 SQ.FT
ELEVATORS, STAIRS & WALKWAYS	1,720 SQ.FT
TOTAL	13,190 SQ.FT



341-343 18TH AVENUE

A-6
Proposed 4th Floor Plan
PLANS DATED: MARCH 11, 2013

NEW MIXED USE BUILDING
369 18th Avenue • San Francisco, CA 94121



A-7
 Proposed Roof Plan
 PLANS DATED: MARCH 11, 2015

NEW MIXED USE BUILDING
 369 18th Avenue • San Francisco, CA 94121



1099 - 23rd Street, Suite 18
 San Francisco, CA 94107
 415.537.1125 v
 415.821.1121 f
 elevationarchitects.com



PAINTED METAL COPING
 3"X3" PORCELAIN TILE
 DAL TILE CONTINENTAL SLATE INDIAN RED CS51 OR SIMILAR
 CAST STONE COLUMN:
 NAPA VALLEY CAST STONE CM-2350A OR SIMILAR
 STAINED CEDAR TRELLIS: 4X6 BEAMS WITH 2X6 TRELLIS BEAMS
 WROUGHT IRON RAILING, TYP
 CONCRETE ROOF TILE, TYP
 PAINTED WOOD CORNICE
 SMOOTH FINISH STUCCO: COLOR 1
 ALUMINUM CLAD WOOD FRAMED WINDOW

CAST STONE COLUMNS:
 NAPA VALLEY CAST STONE CM-2650C OR SIMILAR
 3"X3" PORCELAIN TILE
 DAL TILE CONTINENTAL SLATE INDIAN RED CS51 OR SIMILAR
 ALUMINUM STOREFRONT WINDOWS
 PRECAST CONCRETE PLANTER

DK BRONZE FINISH 6"X6' LIGHT FIXTURE
 BRONZE ADDRESS SIGN
 3"X3" PORCELAIN TILE
 DAL TILE CONTINENTAL SLATE INDIAN RED CS51 OR SIMILAR
 CAST STONE SURROUND:
 NAPA VALLEY CAST STONE MD-101 OR SIMILAR
 FRENCH BALCONY WITH WROUGHT IRON RAILING

MATERIAL SPACE KEY	
	SMOOTH FINISH STUCCO, COLOR 1
	SMOOTH FINISH STUCCO, COLOR 2
	SMOOTH FINISH STUCCO, COLOR 3
	PORCELAIN TILE
	CAST STONE
	STAINED WOOD
	CONCRETE ROOF TILES

Proposed Elevation at 18th Avenue Lobby Entrance
 PLANS DATED: MARCH 22, 2013

NEW MIXED USE BUILDING
 369 18th Avenue • San Francisco, CA 94121



PROPOSED EAST ELEVATION



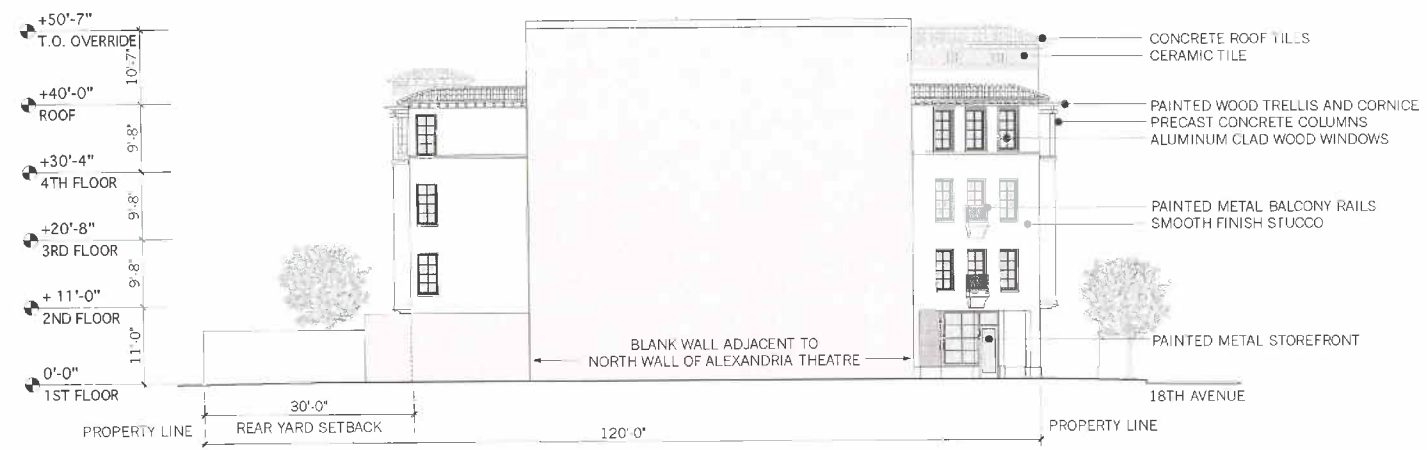
PROPOSED WEST ELEVATION



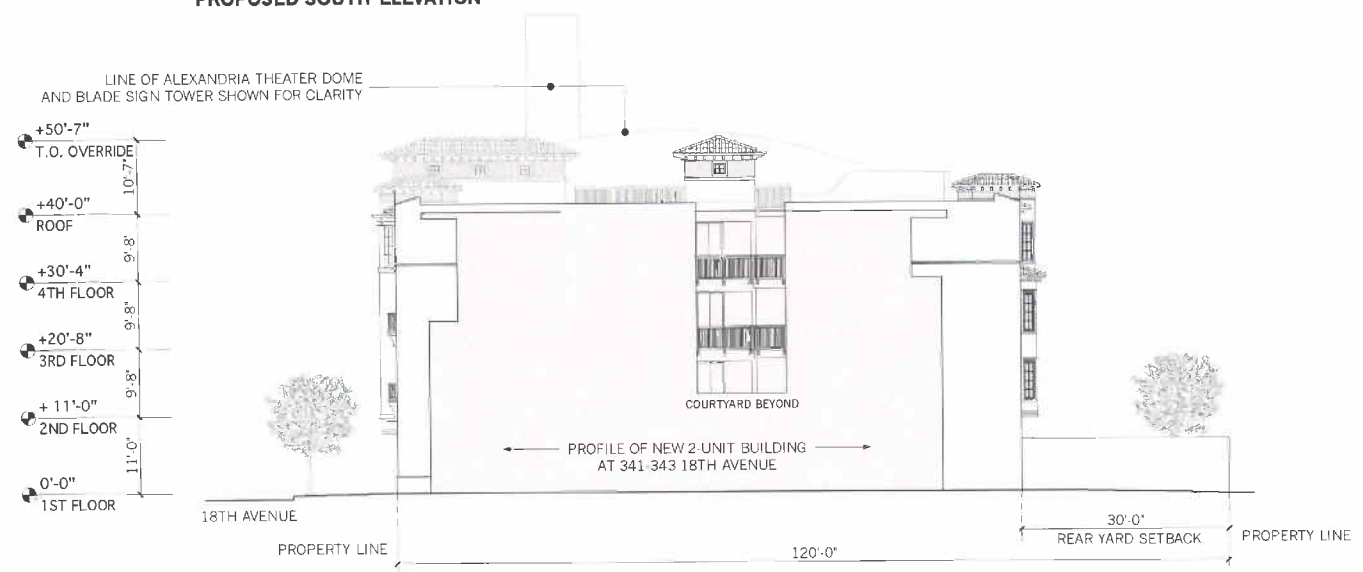
A-8
Proposed East & West Elevations
 PLANS DATED: MARCH 22, 2013
NEW MIXED USE BUILDING
 369 18th Avenue • San Francisco, CA 94121



1099 - 23rd Street, Suite 18
 San Francisco, CA 94107
 415.537.1125
 415.821.1121
 elevationarchitects.com



PROPOSED SOUTH ELEVATION



PROPOSED NORTH ELEVATION

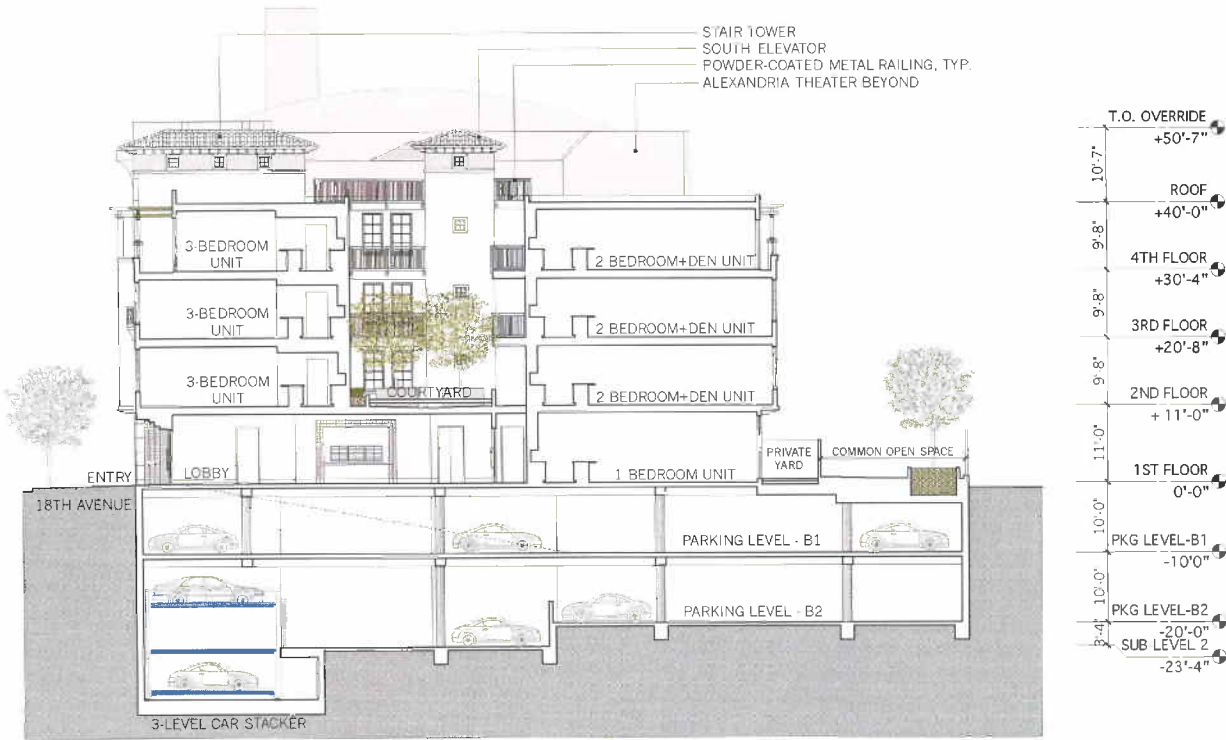
A-9
Proposed North & South Elevations
 PLANS DATED: MARCH 22, 2013

NEW MIXED USE BUILDING
 369 18th Avenue • San Francisco, CA 94121

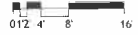




1099 23rd Street Suite 18
 San Francisco, CA 94107
 415.537.1125
 415.821.1121
 elevationarchitects.com



PROPOSED EAST/WEST SECTION



A-10
 Proposed East - West Section
 PLANS DATED: MARCH 22, 2013
NEW MIXED USE BUILDING
 369 18th Avenue • San Francisco, CA 94121

18TH AVENUE VIEW

STREETSCAPE PLANS
ALEXANDRIA MIXED-USE BUILDING

5400 Geary Boulevard at 18th Avenue • San Francisco, California



Existing Alexandria Theatre at 5400 Geary Boulevard

New Mixed Use Building at 365 - 369 18th Avenue

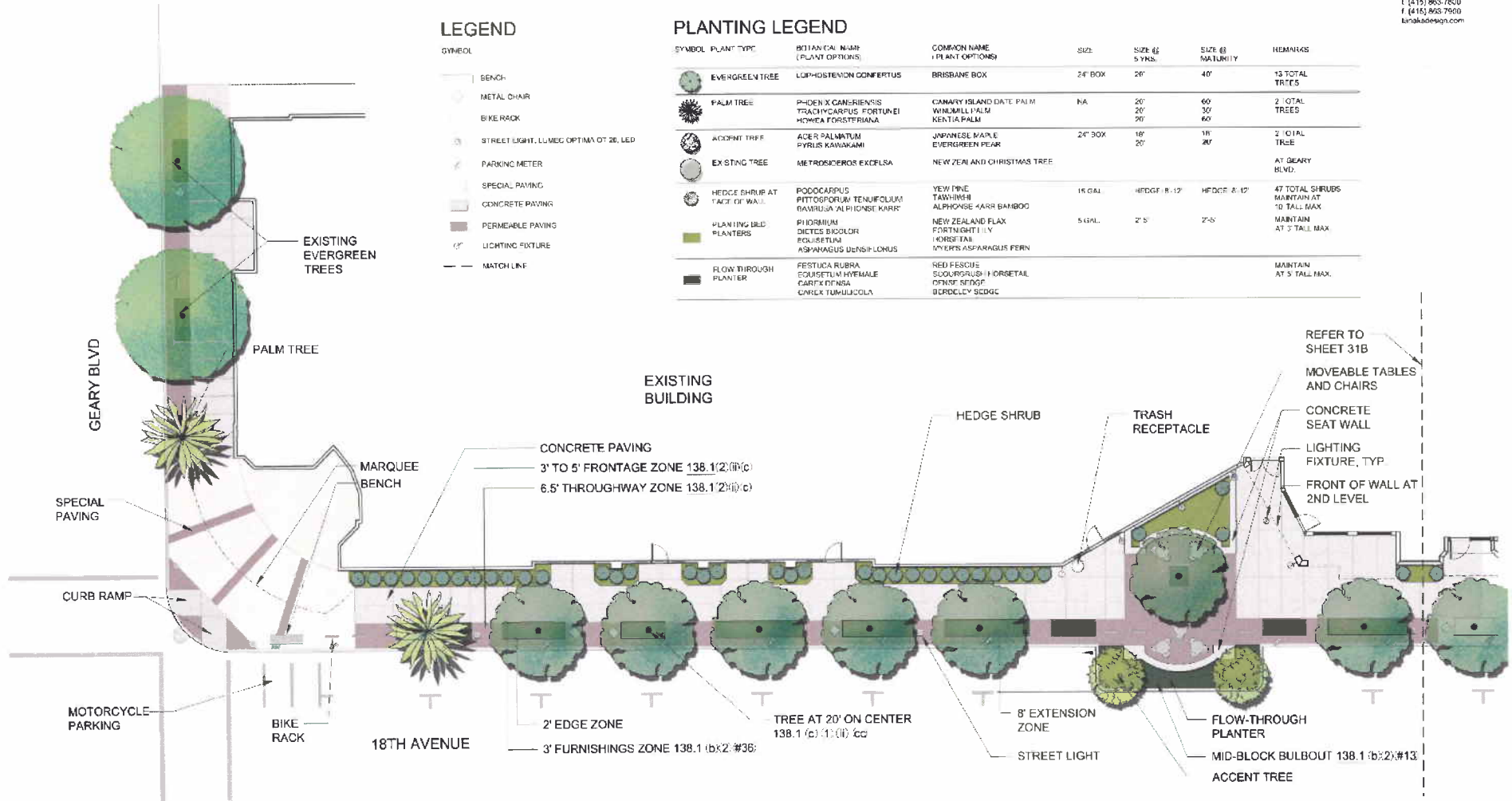
341 - 343 18th Avenue
(for reference only)

LEGEND

SYMBOL	DESCRIPTION
[Symbol]	BENCH
[Symbol]	METAL CHAIR
[Symbol]	BIKE RACK
[Symbol]	STREET LIGHT, LUMEC OPTIMA OT 26, LED
[Symbol]	PARKING METER
[Symbol]	SPECIAL PAVING
[Symbol]	CONCRETE PAVING
[Symbol]	PERMEABLE PAVING
[Symbol]	LIGHTING FIXTURE
[Symbol]	MATCH LINE

PLANTING LEGEND

SYMBOL	PLANT TYPE	BOTANICAL NAME (PLANT OPTIONS)	COMMON NAME (PLANT OPTIONS)	SIZE	SIZE @ 5 YRS.	SIZE @ MATURITY	REMARKS
[Symbol]	EVERGREEN TREE	LOPHOSTEMON CONFERTUS	BRISBANE BOX	24" BOX	24"	40"	13 TOTAL TREES
[Symbol]	PALM TREE	PHOENIX CANARIENSIS TRACHYCARPUS FORTUNEI HOWEA FORSTERIANA	CANARY ISLAND DATE PALM WINDMILL PALM KENTIA PALM	NA	20" 20" 20"	60" 30" 60"	2 TOTAL TREES
[Symbol]	ACCENT TREE	ACER PALMATUM PYRUS KAWAKAMI	JAPANESE MAPLE EVERGREEN PEAR	24" BOX	18" 20"	18" 28"	2 TOTAL TREES
[Symbol]	EXISTING TREE	METROSIDEROS EXCELSA	NEW ZEALAND CHRISTMAS TREE				AT GEARY BLVD.
[Symbol]	HEDGE SHRUB AT FACE OF WALL	PODOCARPUS PITTOSPORUM TENUIFOLIUM BAMBUSA ALPIONSE KARR	YEW PINE TAWHIHI ALPINE KARR BAMBOO	16 GAL	HEDGE 8-12"	HEDGE 8-12"	47 TOTAL SHRUBS MAINTAIN AT 10" TALL MAX
[Symbol]	PLANTING BED PLANTERS	PHORMIUM DIETES BIGLOR ECLUSETUM ASPHARAGUS DENSIFLORUS	NEW ZEALAND FLAX FORTNIGHTLY LILY HORSETAIL DYERS ASPARAGUS FERN	5 GAL	2" S	2" S	MAINTAIN AT 3" TALL MAX
[Symbol]	FLOW THROUGH PLANTER	FESTUCA RUBRA ECLUSETUM HYEMALE GARTHERIA CAREX TUMUCOLA	RED FESCUE SOULGRASS ORSETAL ORNET SEDGE BERDCELY SEDGE				MAINTAIN AT 3" TALL MAX.



PROPOSED STREETScape PLAN

PLANS DATED: JANUARY 28, 2013

ALEXANDRIA THEATER

369 18th Ave - San Francisco, CA 94121

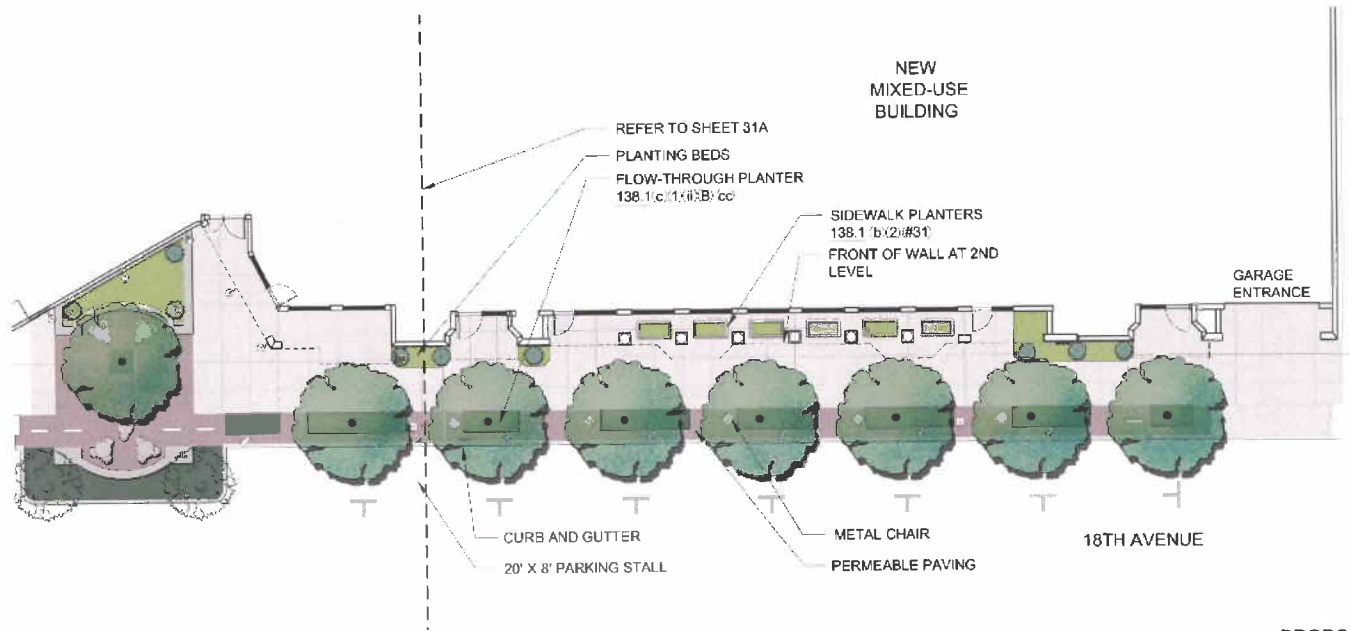


LEGEND

SYMBOL	
	BENCH
	METAL CHAIR
	BIKE RACK
	STREET LIGHT, LUMINO OPTIMA OT 20, LED
	PARKING METER
	SPECIAL PAVING
	CONCRETE PAVING
	PERMEABLE PAVING
	LIGHTING FIXTURE
	MATCH LINE

PLANTING LEGEND

SYMBOL	PLANT TYPE	BOTANICAL NAME (PLANT OPTIONS)	COMMON NAME (PLANT OPTIONS)	SIZE	SIZE @ 5 YRS	SIZE @ MATURITY
	EVERGREEN TREE	LOPHOSTEMON CONFERTUS	BIRIBIANI BOK	74" BOK	70"	40"
	PALM TREE	PHOENIX CANARIENSIS TRACHYCARPUS FORTUNEI HOWEA FORSTERIANA	CANARY ISLAND DATE PALM WINDMILL PALM KENTIA PALM	NA	20' 20'	60' 30' 60'
	ACCENT TREE	AGAVE PALMATELIZ PYRUS KAWAKAWA	JAPANESE AMULET EVERGREEN PEAR	74" BOK	18' 20'	18' 20'
	EXISTING TREE	METROSIDEROS EXCELSA	NEW ZEALAND CHRISTMAS TREE			
	HEDGE SHRUB AT FACE OF WALL	PODOCARPUS PITTOSPORUM TENUICOLLUM BAMBUSA ALPHONSE KARR	YEW PINE TANWING ALPHONSE KARR BAMBOO	15 GAL.	HEDGE: 8' 12"	HEDGE: 8' 12"
	PLANTING BED PLANTERS	PHORMIUM DIETES BICOLOR EQUISETUM ASPARAGUS DENSIFLORUS	NEW ZEALAND FLAX FORTNIGHT LILY HORSETAIL BYLICH ASPARAGUS FERN	5 GAL.	2' 5"	2' 5"
	FLOW-THROUGH PLANTER	FESTUCA RUBRA EQUISETUM HYEMALE CAREX DENSEA CAREX TUMULICOEA	RED FESCUE SCOURGRASS HORSETAIL DENSE SEDGE BERKELEY SEDGE			



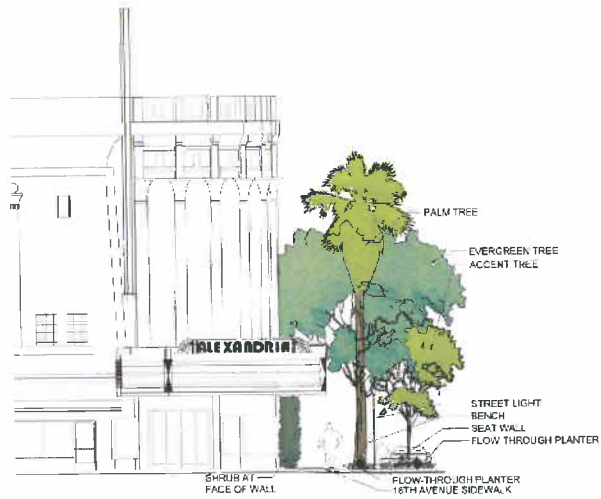
PROPOSED STREETSCAPE PLAN

PLANS DATED: JANUARY 28, 2013

ALEXANDRIA THEATER

369 18th Ave - San Francisco, CA





SOUTH ELEVATION AT GEARY BLVD AND 18TH AVE.



18TH AVENUE EXTERIOR PATIO AND MID-BLOCK
BULB OUT ENLARGED ELEVATION



18TH AVENUE ELEVATION

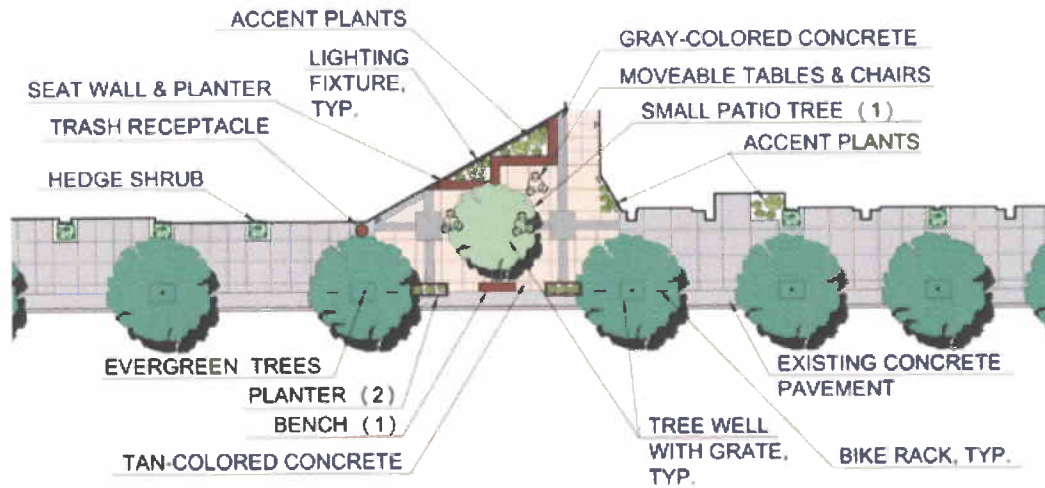
PROPOSED STREETScape ELEVATION

PLANS DATED: JANUARY 28, 2013

ALEXANDRIA THEATER

369 18th Ave - San Francisco, CA 94121

LANDSCAPE COLOR AND MATERIALS BOARD



ALEXANDRIA THEATER
San Francisco, CA

tanaka
design group

360 langton street suite 102
san francisco, california 94103
tel: (415) 863-7800
www.tanakadesign.com

PLANT MATERIALS



EVERGREEN TREE



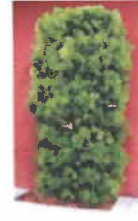
PALM TREE



SMALL PATIO TREE



ACCENT PLANTS



EVERGREEN SHRUB

HARDSCAPE MATERIALS



TREE GRATE



TEXTURED AND COLORED CONCRETE



SEAT WALL / PLANTER

FURNISHINGS



TRASH RECEPTACLE



BIKE RACKS



BENCH SEATING



MOVEABLE CHAIRS AND TABLES



PLANTERS



SCONCE LIGHT

PLANS DATED: JANUARY 28, 2015



Theater To South Of Site



Buildings to North of Site

**J Mark Cronander
Architect**
1800 Laguna Street
San Francisco California 94115
415 806 5607

Issue Dates
27 Sep 2012

Alexandria Enterprises, LLC
New Duplex at 341 & 343 18th Avenue
San Francisco, California



Site Elevation With Adjacent Buildings
1/8" = 1'-0"

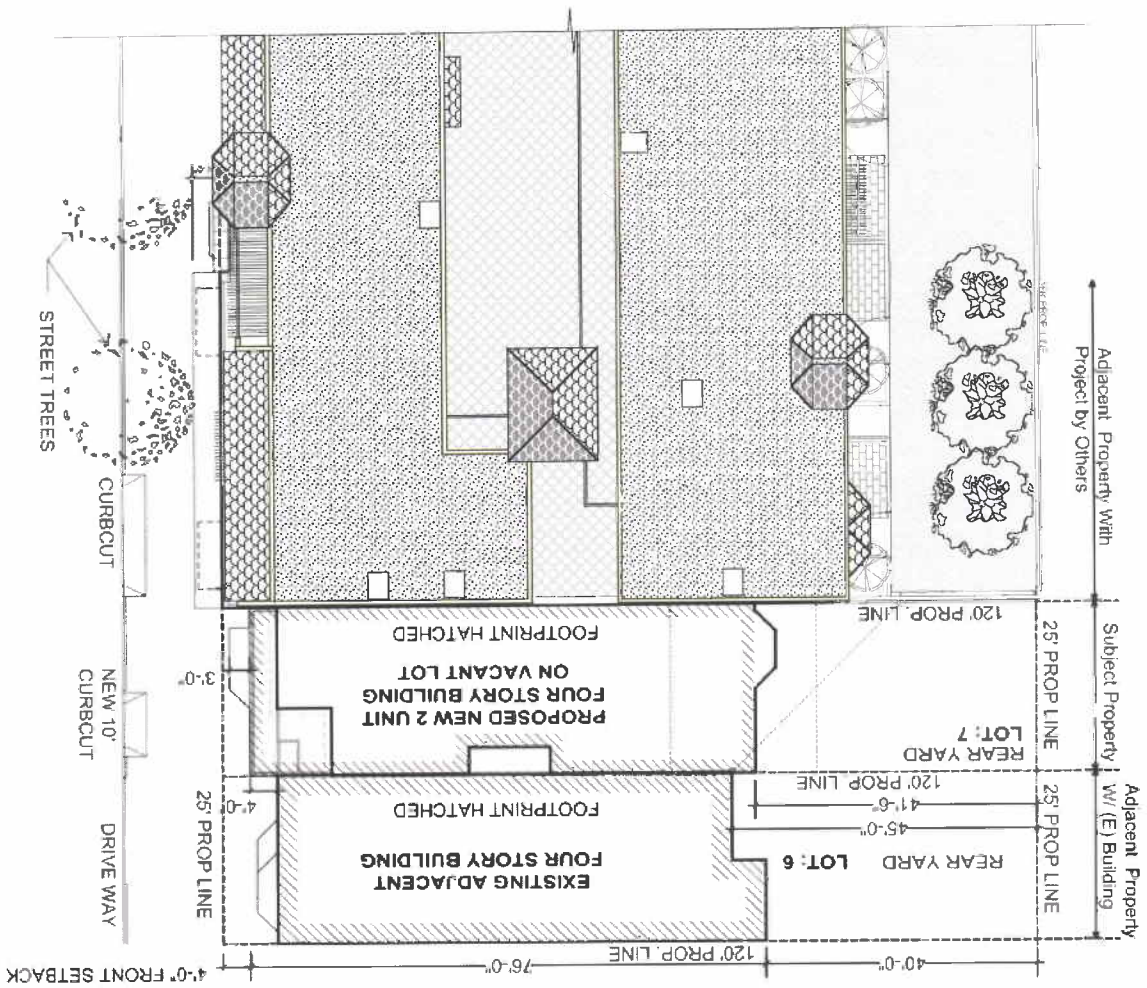


Block 1450 Lot 7
Zoned RH-2

SITE & ADJACENT
ELEVATIONS
AND PHOTOS

A1.1

Project # 1002



J Mark Cronander
 Architect
 1800 Laguna Street
 San Francisco, California 94115
 415.975.5448 x3011

Issue: D016a

Alexandria Enterprises, LLC
 New Duplex at 341 & 343 18th Avenue
 San Francisco, California

Block 1450 Lot 7
 Zoned RH-2

SITE PLAN

A1.0

Project # 1002

**J Mark Cronander
Architect**
1800 Laguna Street
San Francisco California 94115
415 505 5607

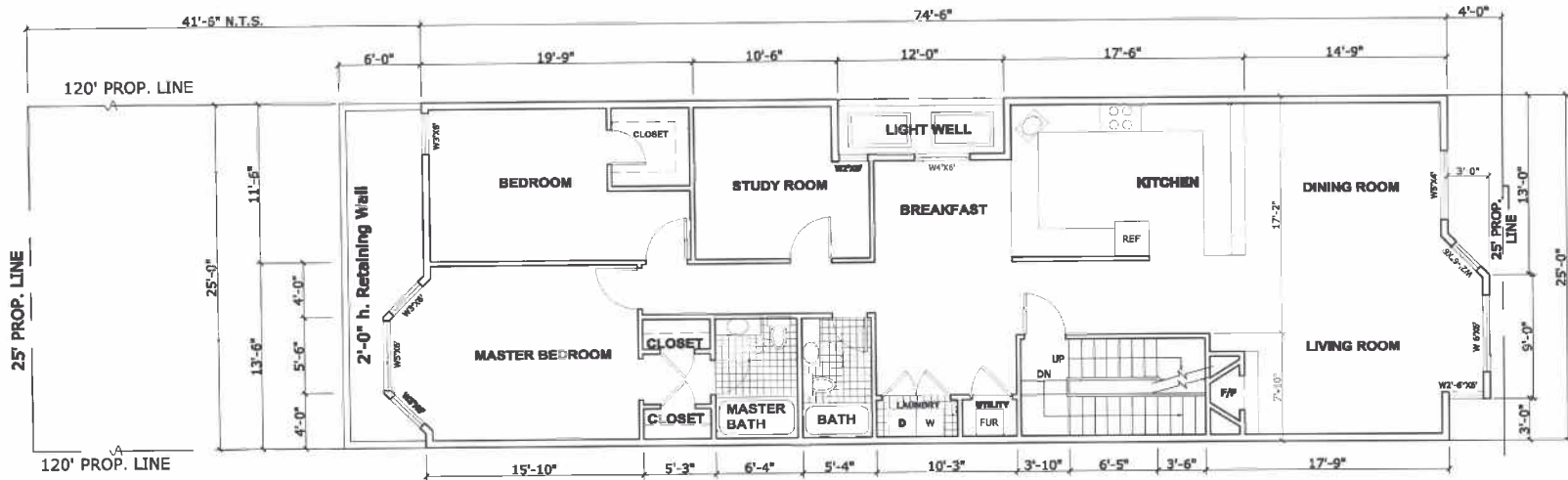
Issue Dates
27 Sep 2012

Alexandria Enterprises, LLC
New Duplex at 341 & 343 18th Avenue
San Francisco, California

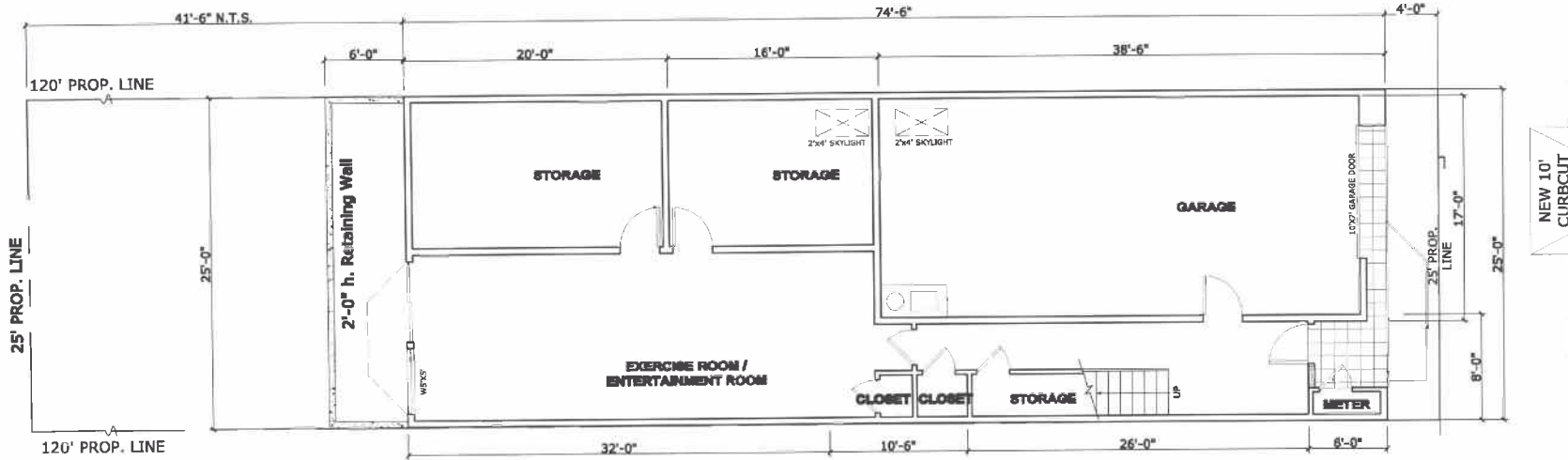
Block 1450 Lot 7
Zoned RH-2

**PROPOSED
FLOOR PLANS**

A2.0
Project # 1002



2 SECOND FLOOR
1/4" = 1'-0"



1 FIRST FLOOR
1/4" = 1'-0"



August 2012

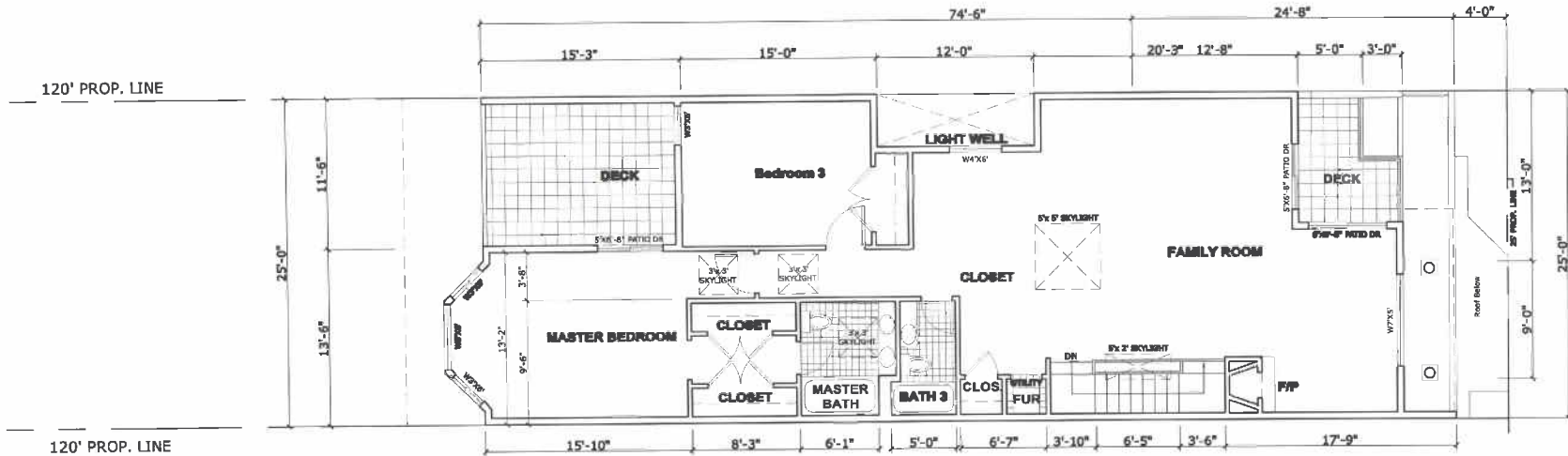
Alexandria Enterprises, LLC
New Duplex at 341 & 343 18th Avenue
San Francisco, California

Block 1450 Lot 7
Zoned RH-2

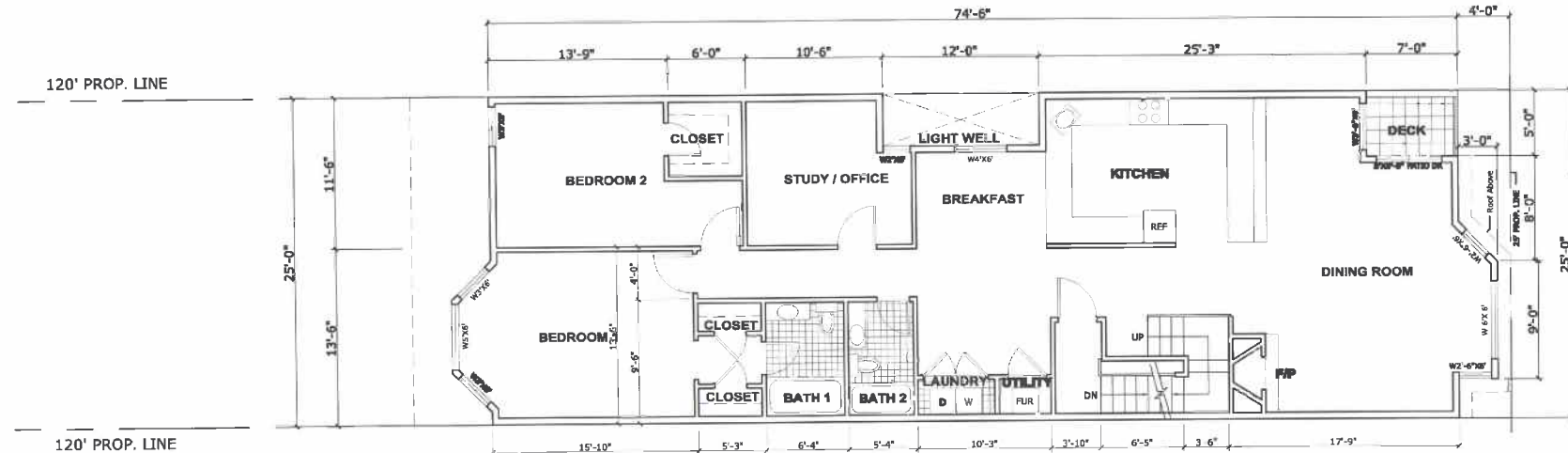
**PROPOSED
FLOOR PLANS**

A2.1

Project # 1002



2 FOURTH FLOOR
1/4" = 1'-0"



1 THIRD FLOOR
1/4" = 1'-0"



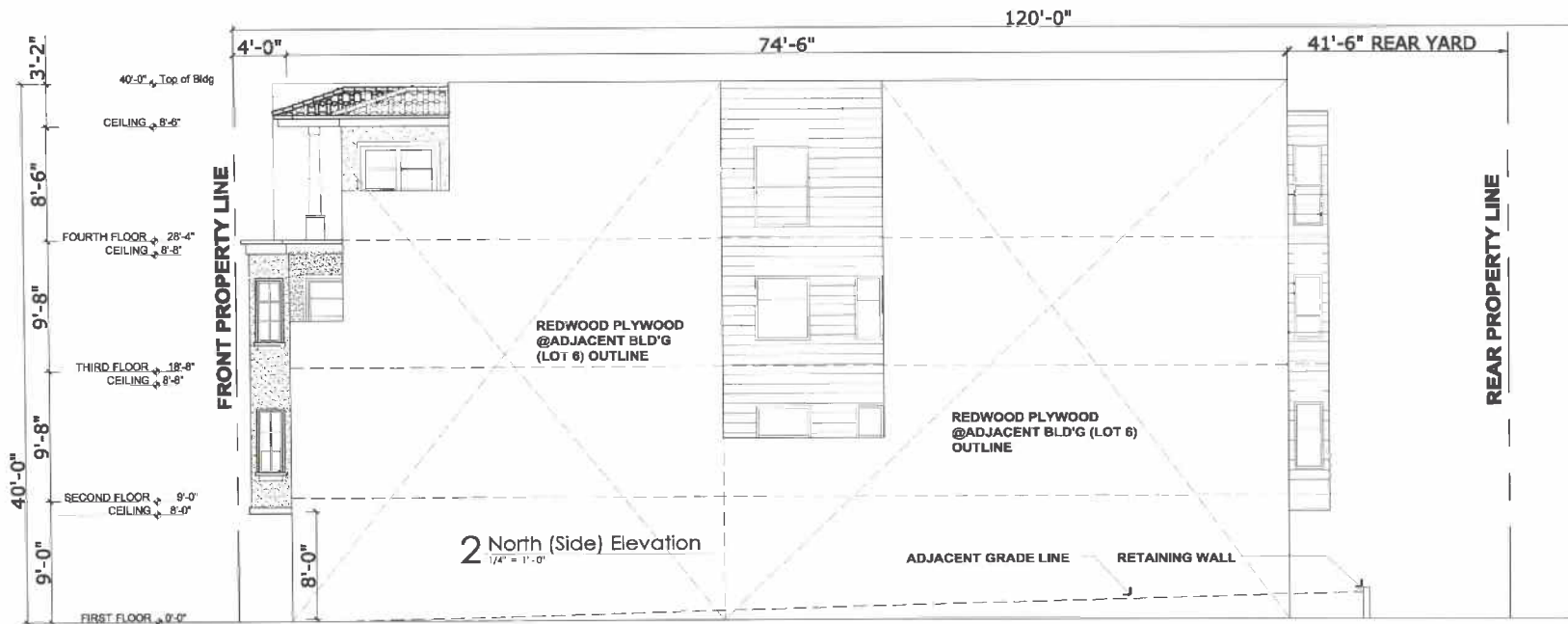


Alexandria Enterprises, LLC
 New Duplex at 341 & 343 18th Avenue
 San Francisco, California

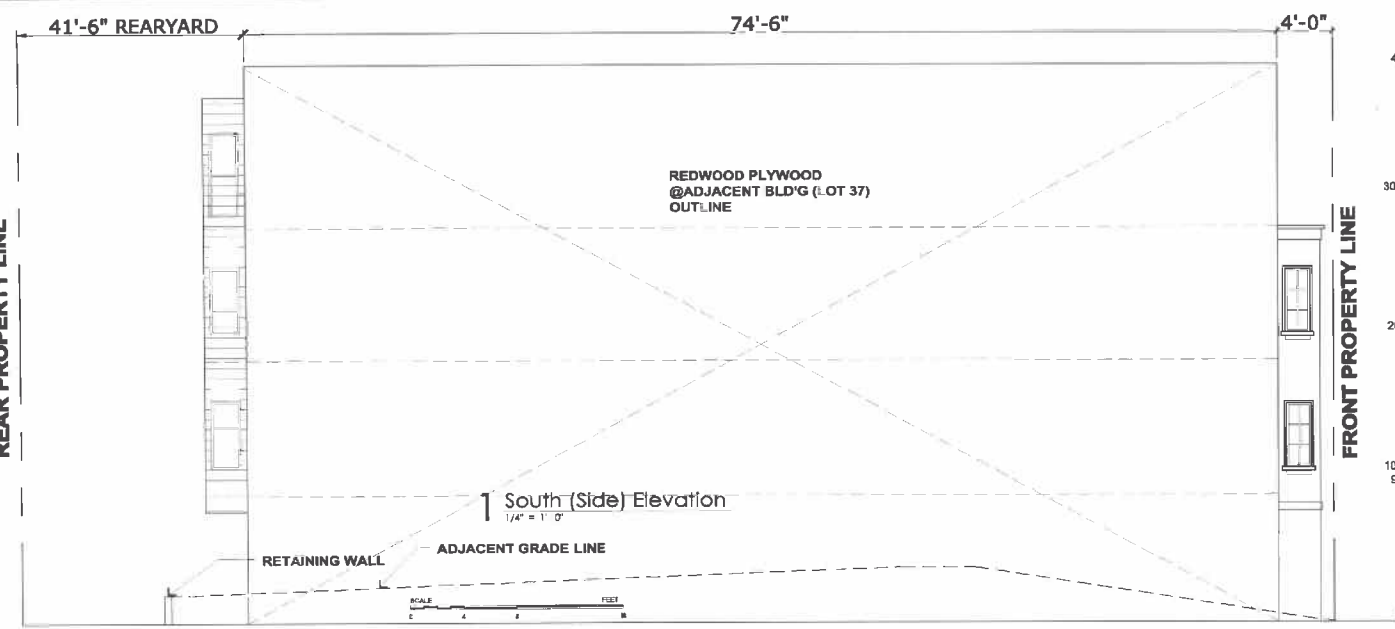
Block 1450 Lot 7
 Zoned RH-2

PROPOSED
 ELEVATIONS

A3.0
 Project # 1002



2 North (Side) Elevation
1/4" = 1'-0"



1 South (Side) Elevation
1/4" = 1'-0"

J Mark Cronander
Architect
1800 Laguna Street
San Francisco California 94115
415 505 5607

Issue Dates
27 Sep 2012

Alexandria Enterprises, LLC
New Duplex at 341 & 343 18th Avenue
San Francisco, California

Block 1450 Lot 7
Zoned RH-2

SIDE
ELEVATIONS

A3.1
Project # 1002 39

APPENDIX A: PHOTOS OF SURROUNDING AREA



1923



1924



1942



2003



Existing Alexandria Theatre at 5400 Geary Boulevard

New Mixed Use Building at 365 - 369 18th Avenue

341 - 343 18th Avenue
(for reference only)

ALEXANDRIA MIXED USE BUILDING
5400 Geary Boulevard • San Francisco, California

ALEXANDRIA THEATER
SUBJECT PROPERTY



19TH AVENUE

GEARY BOULEVARD
(Noth side between 18th and 19th Avenue)

18TH AVENUE

ALEXANDRIA ADAPTIVE RE-USE
5400 GEARY BOULEVARD-SAN FRANCISCO-CALIFORNIA



18TH AVENUE

17TH AVENUE

GEARY BOULEVARD
(North side between 17th and 18th Avenue)

ALEXANDRIA ADAPTIVE RE-USE
5400 GEARY BOULEVARD-SAN FRANCISCO-CALIFORNIA



18TH AVENUE

GEARY BOULEVARD

(South side between 18th and 19th Avenue)

19TH AVENUE

ALEXANDRIA ADAPTIVE RE-USE

5400 GEARY BOULEVARD-SAN FRANCISCO-CALIFORNIA



17TH AVENUE

GEARY BOULEVARD
(South side between 17th and 18th Avenue)

18TH AVENUE

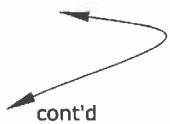
ALEXANDRIA ADAPTIVE RE-USE
5400 GEARY BOULEVARD-SAN FRANCISCO-CALIFORNIA



Clement Street

18th Avenue
(East Side)

A



A

18th Avenue
(East Side)

Geary Boulevard

ALEXANDRIA ADAPTIVE RE-USE
5400 GEARY BOULEVARD-SAN FRANCISCO-CALIFORNIA

Alexandria Theater Building

Location of (N) MIX USE BUILDING
(Existing surface parking lot)

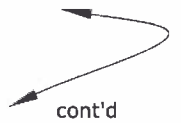


SUBJECT PROPERTY

Geary Boulevard

18th Avenue
(West Side)

A



Location of (N) 2 UNIT BUILDING
(on Lot 7)



A

18th Avenue
(West Side)

Clement Street

ALEXANDRIA ADAPTIVE RE-USE
5400 GEARY BOULEVARD-SAN FRANCISCO-CALIFORNIA

Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/ Reporting Responsibility	Monitoring Schedule
MITIGATION MEASURES FROM THE 5400 GEARY BLVD MITIGATED NEGATIVE DECLARATION					
Cultural and Paleontological Resources					
<i>Mitigation Measure M-1: Archaeological Resources</i>					
<p>Based on the reasonable potential that archeological resources may be present within the project site, the following measures shall be undertaken to avoid any potentially significant adverse effect from the proposed project on buried or submerged historical resources. The project sponsor shall retain the services of a qualified archeological consultant having expertise in California prehistoric and urban historical archeology. The archeological consultant shall undertake an archeological monitoring program. All plans and reports prepared by the consultant as specified herein shall be submitted first and directly to the ERO for review and comment, and shall be considered draft reports subject to revision until final approval by the ERO. Archeological monitoring and/or data recovery programs required by this measure could suspend construction of the project for up to a maximum of four weeks. At the direction of the ERO, the suspension of <i>construction</i> can be extended beyond four weeks only if such a suspension is the only feasible means to reduce to a less than significant level potential effects on a significant archeological resource as defined in CEQA Guidelines Sect. 15064.5 (a)(c).</p>	The Project Sponsor	Prior to issuance of grading or building permits	Project Sponsor shall retain archaeological consultant to undertake archaeological monitoring program in consultation with ERO.	Complete when Project Sponsor retains qualified archaeological consultant.	The Project Sponsor

EXHIBIT C

Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/Reporting Responsibility	Monitoring Schedule
<p>The archeological monitoring program shall minimally include the following provisions:</p> <ul style="list-style-type: none"> • The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the AMP reasonably prior to any project-related soils disturbing activities commencing. The ERO in consultation with the project archeologist shall determine what project activities shall be archeologically monitored. In most cases, any soils disturbing activities, such as demolition, foundation removal, excavation, grading, utilities installation, foundation work, driving of piles (foundation, shoring, etc.), site remediation, etc., shall require archeological monitoring because of the potential risk these activities pose to archaeological resources and to their depositional context; • The archeological consultant shall advise all project contractors to be on the alert for evidence of the presence of the expected resource(s), of how to identify the evidence of the expected resource(s), and of the appropriate protocol in the event of apparent discovery of an archeological resource; • The archaeological monitor(s) shall be present on the project site according to a schedule agreed upon by the archeological consultant and the ERO until the ERO has, in consultation with the archeological consultant, determined that project construction activities could have no effects on significant archeological deposits; • The archeological monitor shall record and be authorized to collect soil samples and artifactual/ecofactual material as warranted for analysis; • If an intact archeological deposit is encountered, all soils disturbing activities in the vicinity of the deposit shall cease. The archeological monitor shall be empowered to temporarily redirect demolition/excavation/pile driving/construction crews and heavy equipment until the deposit is evaluated. If in the case of pile driving activity (foundation, shoring, etc.), the archeological 	The Project Sponsor and archaeological consultant	Prior to any soils disturbance	Consultation with ERO on scope of AMP	After consultation with and approval by ERO of AMP.	The Project Sponsor and archaeological consultant

Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/ Reporting Responsibility	Monitoring Schedule
<p>monitor has cause to believe that the pile driving activity may affect an archeological resource, the pile driving activity shall be terminated until an appropriate evaluation of the resource has been made in consultation with the ERO. The archeological consultant shall immediately notify the ERO of the encountered archeological deposit. The archeological consultant shall, after making a reasonable effort to assess the identity, integrity, and significance of the encountered archeological deposit, present the findings of this assessment to the ERO.</p>					
<p>If the ERO in consultation with the archeological consultant determines that a significant archeological resource is present and that the resource could be adversely affected by the proposed project, at the discretion of the project sponsor either:</p> <ul style="list-style-type: none"> A) The proposed project shall be re-designed so as to avoid any adverse effect on the significant archeological resource; or B) An archeological data recovery program shall be implemented, unless the ERO determines that the archeological resource is of greater interpretive than research significance and that interpretive use of the resource is feasible. 	<p>ERO, archaeological consultant, and Project Sponsor.</p>	<p>Following discovery of significant archeological resource that could be adversely affected by project.</p>	<p>Redesign of project to avoid adverse effect or undertaking of archaeological data recovery program.</p>	<p>Considered complete upon avoidance of adverse effect</p>	<p>The archaeological consultant, Project Sponsor and project contractor.</p>
<p>If an archeological data recovery program is required by the ERO, the archeological data recovery program shall be conducted in accord with an archeological data recovery plan (ADRP). The project archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the ADRP. The archeological consultant shall prepare a draft ADRP that shall be submitted to the ERO for review and approval. The ADRP shall identify how the proposed data recovery program will preserve the significant information the archeological resource is expected to contain. That is, the ADRP will identify what scientific/historical research questions are applicable to the expected resource, what data classes the resource is expected to possess, and how the expected data classes would address the applicable research questions. Data recovery, in general, should be limited to the portions of the</p>	<p>Archaeological consultant in consultation with ERO</p>	<p>After determination by ERO that an archeological data recovery program is required</p>	<p>Archaeological consultant to prepare an ADRP in consultation with ERO</p>	<p>Considered complete upon approval of ADRP by ERO.</p>	

Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/Reporting Responsibility	Monitoring Schedule
<p>historical property that could be adversely affected by the proposed project. Destructive data recovery methods shall not be applied to portions of the archeological resources if nondestructive methods are practical.</p>					
<p>The scope of the ADRP shall include the following elements:</p>	<p>Archaeological consultant or medical examiner</p>	<p>Discovery of human remains</p>	<p>Notification of County/City Coroner and, as warranted, notification of NAHC.</p>	<p>Considered complete on finding by ERO that all State laws regarding human remains/burial objects have been adhered to, consultation with MLD is completed as warranted, and that sufficient opportunity has been provided to the archaeological consultant for scientific/historical analysis of remains/funerary objects.</p>	<p>ERO, archaeological consultant, and Project Sponsor.</p>
<ul style="list-style-type: none"> • <i>Field Methods and Procedures.</i> Descriptions of proposed field strategies, procedures, and operations. • <i>Cataloguing and Laboratory Analysis.</i> Description of selected cataloguing system and artifact analysis procedures. • <i>Discard and Deaccession Policy.</i> Description of and rationale for field and post-field discard and deaccession policies. • <i>Interpretive Program.</i> Consideration of an on-site/off-site public interpretive program during the course of the archeological data recovery program. • <i>Security Measures.</i> Recommended security measures to protect the archeological resource from vandalism, looting, and non-intentionally damaging activities. • <i>Final Report.</i> Description of proposed report format and distribution of results. • <i>Curation.</i> Description of the procedures and recommendations for the curation of any recovered data having potential research value, identification of appropriate curation facilities, and a summary of the accession policies of the curation facilities. • <i>Human Remains, Associated or Unassociated Funerary Objects.</i> The treatment of human remains and of associated or unassociated funerary objects discovered during any soils disturbing activity shall comply with applicable State and Federal Laws, including immediate notification of the Coroner of the City and County of San Francisco and in the event of the Coroner's determination that the human remains are Native American remains, notification of the California State Native American Heritage Commission (NAHC) who shall appoint a 	<p>Archaeological consultant</p>	<p>Following completion of cataloguing, analysis, and interpretation of recovered archaeological data.</p>	<p>Preparation of FARR</p>	<p>FARR is complete on review and approval of ERO</p>	<p>Archaeological consultant in consultation with ERO</p>

Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/Reporting Responsibility	Monitoring Schedule
<p>Most Likely Descendant (MLD) (Pub. Res. Code Sec. 5097.98). The archeological consultant, project sponsor, and MLD shall make all reasonable efforts to develop an agreement for the treatment of, with appropriate dignity, human remains and associated or unassociated funerary objects (CEQA Guidelines. Sec. 15064.5(d)). The agreement should take into consideration the appropriate excavation, removal, recordation, analysis, curation, possession, and final disposition of the human remains and associated or unassociated funerary objects.</p> <ul style="list-style-type: none"> • <i>Final Archeological Resources Report.</i> The archeological consultant shall submit a Draft Final Archeological Resources Report (FARR) to the ERO that evaluates the historical significance of any discovered archeological resource and describes the archeological and historical research methods employed in the archeological testing/monitoring/data recovery program(s) undertaken. Information that may put at risk any archeological resource shall be provided in a separate removable insert within the draft final report. 	Archaeological consultant	Following completion and approval of FARR by ERO	Distribution of FARR after consultation with ERO	Complete on certification to ERO that copies of FARR have been distributed	Archaeological consultant or medical examiner
<p>Copies of the Draft FARR shall be sent to the ERO for review and approval. Once approved by the ERO, copies of the FARR shall be distributed as follows: California Archaeological Site Survey Northwest Information Center (NWIC) shall receive one (1) copy and the ERO shall receive a copy of the transmittal of the FARR to the NWIC. The MEA division of the Planning Department shall receive three copies of the FARR along with copies of any formal site recordation forms (CA DPR 523 series) and/or documentation for nomination to the National Register of Historic Places/California Register of Historical Resources. In instances of high public interest or interpretive value, the ERO may require a different final report content, format, and distribution than that presented above.</p>					

Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/Reporting Responsibility	Monitoring Schedule
Mitigation Measure M-2: Architectural Resources					
<p>The Planning Department identified the following character-defining features of the building to be retained and respected in order to avoid a significant adverse effect. The project sponsor shall retain a preservation architect, pursuant to Secretary of Interiors Standards of professional qualification, to implement this measure. Furthermore, the project sponsor shall also submit a detailed drawing of the project plans for review by Planning Department and Preservation Staff.</p>	Project sponsor	Prior to issuance of an alteration permit	Retain a preservation architect and submit a detailed drawing of the project plans to the Planning Department Preservation Staff	Project sponsor and preservation architect	Prior to issuance of an alteration permit
Documentation/Recordation					
<p>Before an alteration permit is issued for interior work within the Alexandria Theater, the project sponsor shall create a catalog of all contributory interior features, including but not limited to those identified in the HRER dated February 2006 and prepared by Jonathan Pearlman of Elevation Architects. The catalogue shall include photographs of the significant interior features and written descriptions to include materials, dimensions of such features (plaster ornamentation and metalwork on walls and ceiling, murals, fixtures and furnishings), and locational/positional information.</p>	Project sponsor	Prior to issuance of an alteration permit	Create a catalog of the significant interior features and provide copies to the San Francisco History Center at the Main Public Library and the Planning Department	Project sponsor and preservation architect	Prior to issuance of an alteration permit
<p>Documentary photography shall meet the following standards:</p>					
<p>A. Readily Reproducible: Prints shall accompany all negatives.</p> <p>B. Durable: Photography must be archivally-processed and stored. Negatives are required on safety film only. Resin coated paper is not accepted. Color photography should also be taken but may not be substituted.</p> <p>C. Standard Sized: Sizes 4"x5", 5"x7" or 8"x10".</p>					
<p>One copy of this catalog shall be given to the San Francisco History Center at the Main Public Library, and a second will be given to the Planning Department.</p>					

Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/Reporting Responsibility	Monitoring Schedule
<p><i>Floor</i></p> <p>The recessed bowl floor was built in 1923 and altered in 1941, and is a significant feature in the development of the theater as a property type. It shall be partly preserved <i>in situ</i> by inserting a new frame floor suspended over the bowl to match with the exterior grade level.</p> <p>The new floor within the main auditorium shall be set within this volume. The new floor shall not extend to the full interior width, nor be fully affixed to the exterior perimeter walls, so that from within the building a feeling of a former volume can be discerned and so that significant interior fixtures, such as murals, would not be altered, damaged, or destroyed.</p> <p>The terrazzo floor connecting the sidewalk with the lobby, installed after the initial construction of the theater but during the period of significance, shall be retained.</p>	Project sponsor	Prior to and during construction activity	Insert a new frame floor suspended over the bowl to match with the exterior grade level and retain the terrazzo floor	Project sponsor and preservation architect	Prior to and during construction activity
<p><i>Blade Sign and Marquee</i></p> <p>The existing 1942 blade sign and marquee shall be preserved and restored. Chemical or physical treatments, such as sandblasting, that cause damage to historic materials, shall not be used.</p>	Project sponsor	During construction	Preserve and restore blade sign and marquee	Project sponsor and preservation architect	During construction
<p><i>Lobby & Stair</i></p> <p>The building's main lobby shall be maintained as it was remodeled in 1942, and the main staircase shall continue to serve the tenants of the second floor. The main interior finishes of the lobby as well as the bulk of its shape and dimensions shall be maintained.</p>	Project sponsor	During construction	Maintain the Lobby's historic features including the main staircase	Project sponsor and preservation architect	During construction
<p><i>Mezzanine</i></p> <p>The former mezzanine shall be remodeled to contain one theater space and a lounge, café, restaurant, or other use. (The final uses are to be determined).</p>	Project sponsor	During construction	The former mezzanine shall be remodeled	Project Sponsor and preservation architect	During construction
<p><i>Exterior Openings</i></p> <p>On the exterior, no new openings shall be incorporated along the Geary Boulevard elevation. New openings shall be opened on the secondary façade on 18th Avenue, and shall be designed similarly to the storefronts on Geary Boulevard, with plate glass storefronts and storefront transoms. The main walls above the storefront assemblies</p>	Project sponsor	During construction	Implement specific designs for the exterior openings along 18 th Avenue.	Project sponsor and preservation architect	During construction

Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/Reporting Responsibility	Monitoring Schedule
<p>shall have a minimum of new openings not to exceed those found on the Geary Boulevard elevation. These measures would preserve the feeling of mass that is important to the Egyptian revival architecture of the building. The proposed new openings on the east side façade shall not in any way alter or damage the murals or other significant features on the inside of the auditorium space or on the exterior of the building.</p>					
<p>The northernmost two building bays that were added to the building in 1942 and are set on a slightly angled plane from 18th Avenue can, at the option of the project sponsor, be opened to a greater degree with glass windows. However, an appropriate amount of solid-to-void ratio shall be maintained so as not to significantly alter the character of the building.</p>					
<p><i>General Historic Preservation and Monitoring</i> Related new construction shall not destroy historic materials that characterize the property and its environment. The new work shall be differentiated from the old to protect the historic integrity of the property and shall be compatible with the massing, size, scale, and architectural details to protect the historic integrity of the property and its environment.</p>	Project sponsor	During construction	Preserve historic integrity by differentiating new construction from historic characteristic	Project sponsor and preservation architect	During construction
<p>The northernmost two building bays that were added to the building in 1942 and are set on a slightly angled plane from 18th Avenue can, at the option of the project sponsor, be opened to a greater degree with glass windows. However, an appropriate amount of solid-to-void ratio shall be maintained so as not to significantly alter the character of the building.</p>					
<p><i>Construction Measures</i> The project shall incorporate construction-phase measures to provide protection and avoid impacts on the historic theater, as proposed by the project sponsor. These construction measures shall include the following elements: a. Before the floors of the auditorium are under construction, plywood paneling shall be put in place to provide protection to the interior walls and ceiling as required. If there is gross failure in the attempt to move historic</p>	Project sponsor	During construction	Preserve historic materials by covering the auditorium walls and ceiling with plywood. Reconstruction of damaged materials shall be based on documentation prepared as a	Project sponsor and preservation architect	During construction

Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/ Reporting Responsibility	Monitoring Schedule
materials, reconstruction as needed of damaged or destroyed materials shall be based on the documentation prepared as a condition of the project.			condition of the project		

Noise

Mitigation Measure M-3: Construction Noise

a. If pile-driving would be required, the project sponsor shall require its construction contractor to use noise-reducing pile driving techniques, if nearby structures are subject to pile driving noise and vibration. These techniques include pre-drilling pile holes (if feasible, based on soils) to the maximum feasible depth, installing intake and exhaust mufflers on pile driving equipment, vibrating piles into place when feasible, and installing shrouds around the pile driving hammer where feasible.	Project sponsor	Prior to any pile-driving activities	Noise-reducing pile driving techniques are implemented by the Prime Contractor and all sub-contractors	Project sponsor	During pile-driving activities
b. The project sponsor shall require project construction contractor(s) to pre-drill holes to the maximum depth feasible on the basis of soil conditions. Contractors shall be required to use construction equipment with state-of-the-art noise shielding and muffling devices.	Project sponsor	Prior to any pile-driving activities	Pre-drill pile-driving holes to the maximum depth feasible and all Prime Contractor and sub-contractors' construction equipment shall have state-of-the-art noise shielding and muffling devices	Project sponsor	During pile-driving activities

Water Quality

Mitigation Measure M-4: Water

a. In the event that dewatering becomes necessary, the project sponsor shall follow the recommendations of the geotechnical engineer or environmental remediation consultant, in consultation with the Bureau of Environmental Regulation and Management of the Department of Public Works, regarding treatment, if any, of	Project sponsor	Prior to any dewatering activity	Retain groundwater pumped from the site in a holding tank to allow suspend particles to settle	Project sponsor	During construction
---	-----------------	----------------------------------	--	-----------------	---------------------

Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/Reporting Responsibility	Monitoring Schedule
<p>pumped groundwater prior to discharge to the combined sewer system.</p> <p>In the event that dewatering becomes necessary, groundwater pumped from the site shall be retained in a holding tank to allow suspended particles to settle, if this were found to be necessary by the Bureau of Environmental Regulation and Management of the Department of Public Works to reduce the amount of sediment entering the combined sewer system.</p>			<p>and follow any other recommendation s made by geotechnical engineer or environmental remediation consultant</p>		
<p>b. The project sponsor shall require the general contractor to install and maintain sediment traps in local storm water intakes during construction to reduce the amount of sediment entering the combined sewer system, if this were found to be necessary by the Bureau of Environmental Regulation and Management of the Department of Public Works</p>	Project sponsor	Prior to any construction activity	Install and maintain sediment traps in local storm water intakes	Project sponsor	During construction



SAN FRANCISCO PLANNING DEPARTMENT

Final Mitigated Negative Declaration

Date: November 24, 2010, amended May 27, 2011
Case No.: 2004.0482E
Project Title: 5400 Geary Boulevard
BPA Nos.: 200605030566; 200806275511; 200806275522; 200806275518¹
Zoning: NC-3 (Neighborhood Commercial, Moderate Scale) Use District
 40 X Height and Bulk Height and Bulk District
Block/Lot: Block 1450, Lot 8
Lot Size: 36,201 square feet
Project Sponsor: David Silverman, Reuben & Junius, LLP, representing
 Alexandria Enterprises, LLC (415) 567-9000
Lead Agency: San Francisco Planning Department
Staff Contact: Chelsea Fordham – (415) 575-9071
 chelsea.fordham@sfgov.org

1650 Mission St.
Suite 400
San Francisco,
CA 94103-2479

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

PROJECT DESCRIPTION:

The 5400 Geary Boulevard Project (proposed project) consists of a Planned Unit Development (PUD) including adaptive reuse of the Alexandria Theatre building and construction of a new mixed-use building and subsurface parking on the adjacent parking lot. The proposed project would result in an increase of ~~59,175~~ 59,325 gross square feet (gsf), for a total of ~~77,177~~ 77,327 gsf of developed space in two buildings. The Alexandria Theatre building would be adaptively reused and would contain a ~~250~~ 221-seat theater and associated space, ~~7,180~~ 7,480 gsf of retail space, and ~~7,500~~ 7,200 gsf of restaurant space. A new, 52,337-gross-square-foot, four-story mixed-use building would replace the theater's surface parking lot. The mixed-use building would contain two underground levels of parking with ~~136~~ 137 parking spaces, 5,650 gsf of ground-floor retail, and 46 residential units. The project site is located in the NC-3 (Neighborhood Commercial, Moderate Scale) Zoning District and 40-X Height and Bulk District in the Inner Richmond neighborhood (Assessor's Block 1450, Lot 8).

FINDING:

This project could not have a significant effect on the environment. This finding is based upon the criteria of the Guidelines of the State Secretary for Resources, Sections 15064 (Determining Significant Effect), 15065 (Mandatory Findings of Significance), and 15070 (Decision to prepare a Negative Declaration), and the following reasons as documented in the Initial Evaluation (Initial Study) for the project, which is attached.

¹ Building Permit Application (BPA) 200806275518 pertains to a proposed development of a duplex adjacent to the 5400 Geary Boulevard project, at 339 18th Avenue (Block 1450, Lot 7). This BPA was filed on June 27, 2008. The cumulative analysis in this IS/MND considers impacts from this adjacent development.

cc: Supervisor Eric Mar, District 1
 Alexandria Enterprises, LLC
 David Silverman, Reuben & Junius, LLP

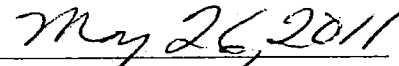
Master Decision File
 Distribution List
 Bulletin Board

Mitigation measures are included in this project to avoid potentially significant effects. The mitigation measures are discussed at the end of each checklist item, where applicable.

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



BILL WYCKO
Environmental Review Officer



Date of Adoption of Final Mitigated
Negative Declaration

INITIAL STUDY
2004.0482E: 5400 Geary Boulevard Project

A.	PROJECT DESCRIPTION	1
	Project Site.....	1
	Proposed Project.....	5
B.	PROJECT SETTING.....	26
C.	COMPATIBILITY WITH EXISTING ZONING AND PLANS	27
D.	SUMMARY OF ENVIRONMENTAL EFFECTS.....	33
E.	EVALUATION OF ENVIRONMENTAL EFFECTS.....	33
	1. Land Use and Land Use Planning.....	33
	2. Aesthetics	36
	3. Population and Housing.....	43
	4. Cultural and Paleontological Resources.....	46
	5. Transportation and Circulation	58
	6. Noise	80
	7. Air Quality	85
	8. Greenhouse Gas Emissions.....	91
	9. Wind and Shadow	100
	10. Recreation.....	101
	11. Utilities and Service Systems.....	103
	12. Public Services.....	107
	13. Biological Resources	110
	14. Geology and Soils	112
	15. Hydrology and Water Quality	116
	16. Hazards and Hazardous Materials	120
	17. Mineral and Energy Resources	125
	18. Agriculture and forest Resources	127
	19. Mandatory Findings of Significance	128
F.	MITIGATION MEASURES AND IMPROVEMENT MEASURES.....	129
	Mitigation Measures.....	129
	Improvement Measures	136
G.	DETERMINATION.....	138
H.	INITIAL STUDY AUTHORS, CONSULTANTS, AND PROJECT SPONSOR TEAM	139
	Initial Study Authors.....	139
	Initial Study Consultants	139
	Project Sponsor.....	139

Figures

Figure 1	Project Location	2
Figure 2	Site Plan	3
Figure 3	1923 and Present Alexandria Theatre Facades	4
Figure 4	Zoning Districts	6
Figure 5	Proposed Alexandria Theatre Ground Floor (Revised)	9
Figure 6	Proposed Alexandria Theatre Second Floor (Revised).....	10
Figure 7	Alexandria Proposed Building Frontage on Geary Boulevard (Revised) .	11
Figure 8	Alexandria Proposed Building Frontage on 18 th Avenue (Revised).....	12
Figure 9	Alexandria Proposed East Interior Elevation along 18 th Avenue (Revised).....	14
Figure 10	Mixed-Use Building Ground Floor	16
Figure 11	Mixed-Use Building Second Floor.....	17
Figure 12	Mixed-Use Building Third Floor	18
Figure 13	Mixed-Use Building Fourth Floor	19
Figure 14	Mixed-Use Building Roof Plan	20
Figure 15	Mixed-Use Building Basement Plan.....	21
Figure 16	Mixed-Use Building Sub-Basement Plan.....	22
Figure 17	Mixed-Use Building Front and Rear Elevations.....	24
Figure 18	Mixed-Use Building Side Elevations.....	25
Figure 19	Existing Alexandria Theatre.....	38
Figure 20	Existing Surface Parking Lot.....	39
Figure 21	Geary Boulevard and 18 th Avenue Across from the Project Site.....	40
Figure 22	Project Block Along 18 th Avenue.....	41

Tables

Table 1	Project Uses.....	7
Table 2	Person – Trip Generation (per 2007 Transportation Study)	66
Table 3	Person – Trip Generation (per Current Plans)	67
Table 4	Intersection Level of Service Analysis	70
Table 5	Proposed Project Parking Demand	74
Table 6	GHG Reductions from the AB 32 Scoping Plan Sectors.....	94
Table 7	San Francisco Regulations Applicable to the Proposed Project.....	98

INITIAL STUDY
2004.0482E: 5400 Geary Boulevard Project

A. PROJECT DESCRIPTION

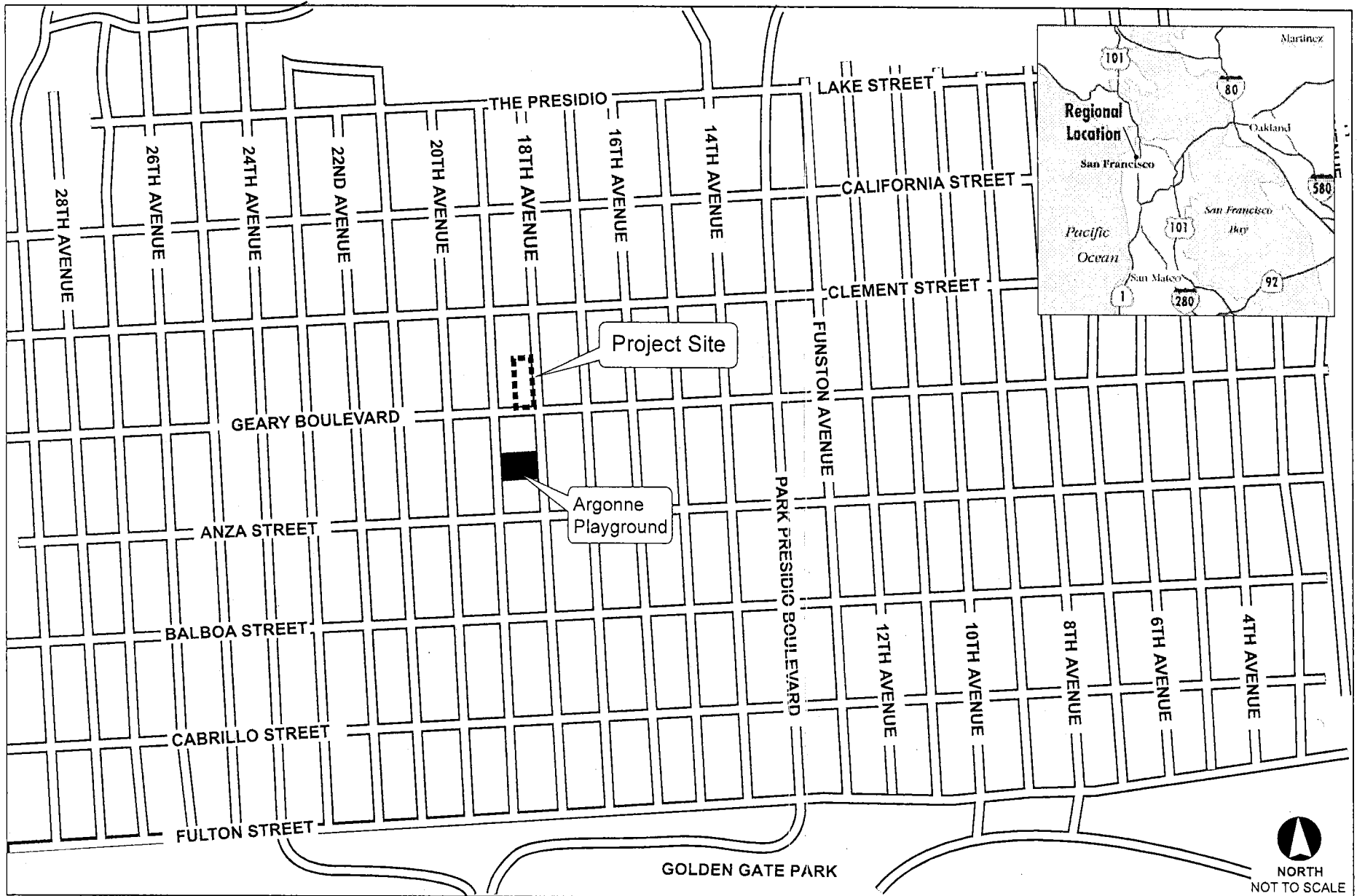
Alexandria Enterprises, LLC, the project sponsor, proposes to alter portions of the Alexandria Theatre for adaptive reuse and to construct a new four-story mixed-use building on the site of the existing 50-space theater parking lot. The 5400 Geary Boulevard site (Assessor's Block 1450, Lot 8) is on the block bounded by Geary Boulevard to the south, Clement Street to the north, 18th Avenue to the east, and 19th Avenue to the west, in the Richmond District of San Francisco (see Figure 1, Project Location, p. 2, and Figure 2, Site Plan, p. 3).

PROJECT SITE

Existing Uses. Existing uses on the project site include the closed Alexandria Theatre, a 60-foot-tall two-story building containing approximately 18,000 gross square feet (gsf) of commercial uses and vacant space, and a 50-space (23,400 gross-square-foot) surface parking lot. The ground floor of the Alexandria Theatre building includes the main movie auditorium, and small retail space currently occupied by a bridal shop and a gift shop fronting on Geary Boulevard. The existing businesses are expected to be retained, and the project sponsor intends to support the continued operation of these businesses during construction. The second floor contains two movie screening areas and the theater office. The entrance to the movie theater is on the corner of Geary Boulevard and 18th Avenue. The surface parking lot and access front 18th Avenue. The parking lot serves theater patrons and community uses. The project site slopes down slightly to the northwest.

Immediately north of the project site is a vacant lot at 339 18th Avenue (Block 1450, Lot 7), which is the site of a proposed three-story duplex that would front on 18th Avenue. Impacts of the construction of the duplex are reflected in the cumulative analysis in this document.

Background. The Alexandria Theatre was built in 1923 as a single-screen movie theater. Master architects James and Merritt Reid designed the Egyptian and Art Deco-style theater for local entrepreneurs Alex, James, and Samuel H. Levin. The theater was remodeled in the 1940s. It was converted into a three-screen multiplex in 1976 when it was purchased by United Artists Theater Company by closing off the upper balcony into separate screening areas and retaining the main auditorium. The present façade has retained the ~~1976-1942~~ marquee (see Figure 3, 1923 and Present Alexandria Theatre Facades, p. 4). Regal Entertainment acquired the bankrupt United Artists Theater Company in 1998 and operated the Alexandria Theatre through the fall of 2003.



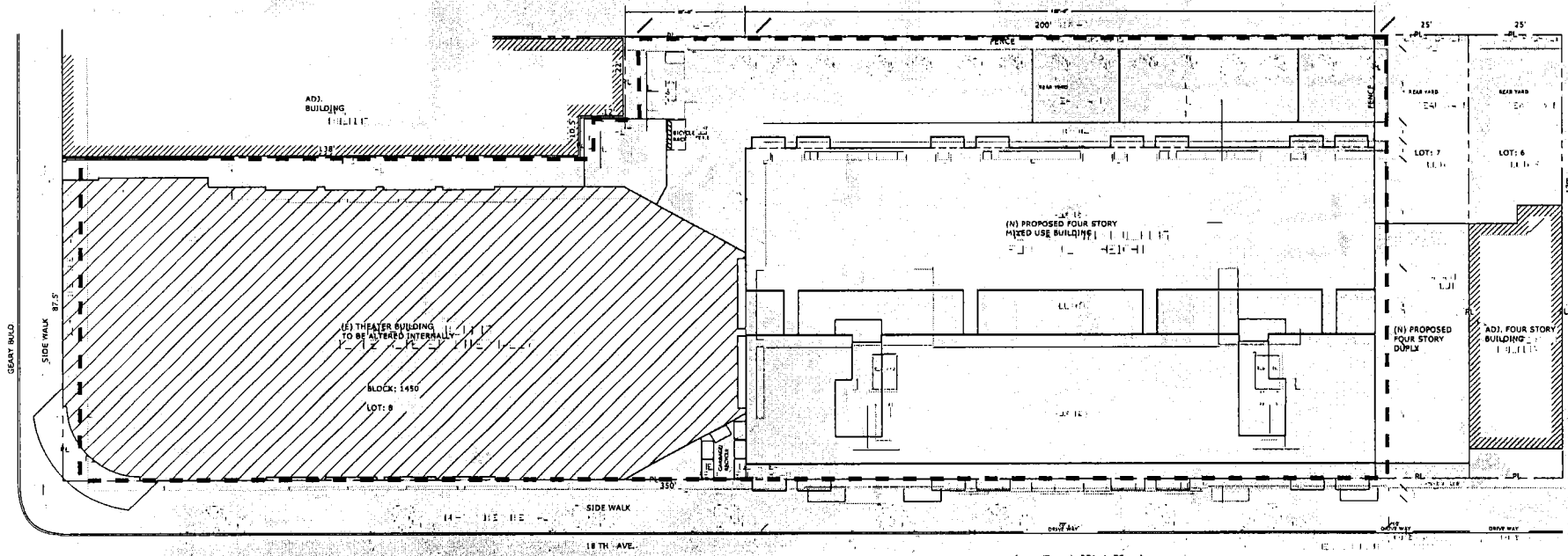
2

SOURCE: EIP Associates, 2005

LEGEND	
■■■	Project Site

5400 GEARY BOULEVARD MIXED-USE DEVELOPMENT

FIGURE 1: PROJECT LOCATION



LEGEND

Project Site



SOURCE: Drake Gardner, 2009; Google Earth, 2010.

5400 GEARY BOULEVARD MIXED-USE DEVELOPMENT

FIGURE 2: SITE PLAN

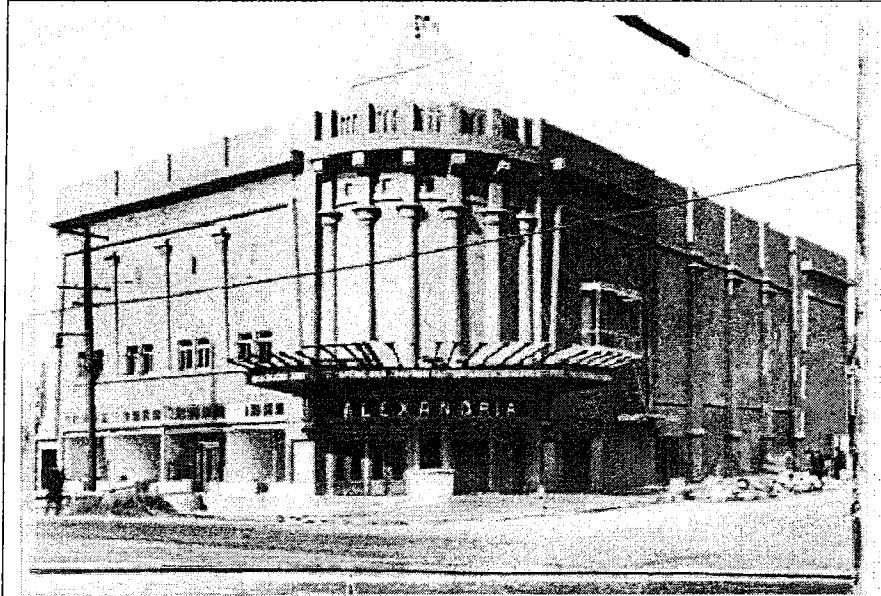


Photo Courtesy S.F. Public Library,
San Francisco History Room



SOURCE: Drake Gardner, 2004.

5400 GEARY BOULEVARD MIXED-USE DEVELOPMENT
FIGURE 3: 1923 AND PRESENT ALEXANDRIA THEATER FACADES

The Alexandria Theatre closed on February 16, 2004 after being sold to Alexandria Enterprises, LLC one week earlier.²

Zoning. The approximately 0.86-acre project site occupies Assessor's Block 1450, Lot 8. The project site is in a Neighborhood Commercial, Moderate Scale (NC-3) zoning district, and a 40-X Height and Bulk district (see Figure 4, Zoning Districts, p. 6). Generally, NC-3 districts permit moderately large commercial uses and buildings, with housing encouraged above the second story. The project site is within the Geary Boulevard Fast-Food Subdistrict, which prohibits large fast-food restaurants.

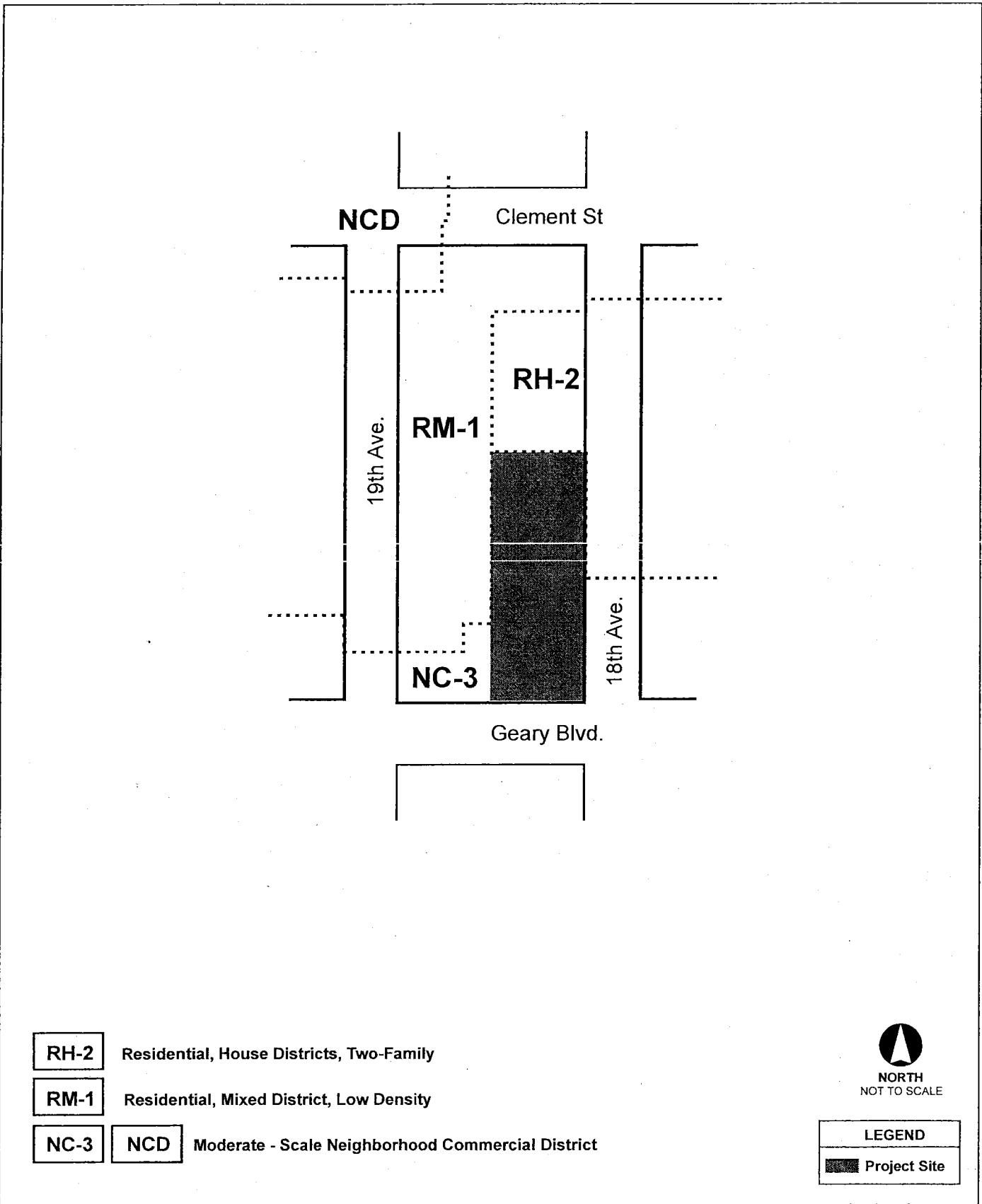
The existing parking lot is surrounded by residential zoning Residential, Mixed: Low Density (RM-1) and Residential, House: Two Family (RH-2). The project sponsor owns Lot 7 and intends to construct a duplex on this lot in conformity with existing zoning controls. This building is not yet designed and that project is not under formal environmental review. The project sponsor would seek permits for this project separately. Nonetheless, the environmental impacts of the duplex are considered cumulatively with those of the project in this report, in terms of the intensity of the use of the parcel, where applicable.

PROPOSED PROJECT


The proposed project consists of a Planned Use Development (PUD) that would adaptively reuse space in the Alexandria Theatre building and construct a new residential mixed-use building with underground parking on the site of the theater's adjacent surface parking lot.³ The proposed project would include residential and retail uses, a boutique movie theater, a full-service restaurant, and a two-level underground parking garage. The theater and restaurant would be in the existing Alexandria Theatre building, while residential uses would be in the

² Delfin Vigil, San Francisco Chronicle, *Alexandria Theater, a 1923 Landmark, Closes its Doors*, February 20, 2004.


³ Per *Planning Code* Section 304, Planned Unit Developments are conditional uses granted by the Planning Commission for projects developed as integrated units and designed to benefit the occupants, neighborhood and City as a whole. The parcel of land involved must be in one ownership, the subject of an application filed jointly by the owners of all property included, or by the Redevelopment Agency. It must be a Redevelopment Project Area, or, if not, must include an area of not less than one-half acre, exclusive of streets, alleys and other public property that will remain undeveloped. PUDs are also subject to *Planning Code* Section 303, Conditional Uses.



- RH-2** Residential, House Districts, Two-Family
- RM-1** Residential, Mixed District, Low Density
- NC-3** **NCD** Moderate - Scale Neighborhood Commercial District


NORTH
 NOT TO SCALE

LEGEND

 **Project Site**

SOURCE: City and County of San Francisco.

5400 GEARY BOULEVARD MIXED-USE DEVELOPMENT
FIGURE 4: ZONING DISTRICTS

new building. Both buildings would include retail/commercial uses. Table 1, Project Uses, below, shows proposed uses by building. The PUD would not include development on the vacant lot to the north (Lot 7).⁴ The proposed project would include a total of ~~77,177~~ 77,327 gross square feet (gsf), and would add 52,337 gsf of developed space at the site with the mixed-use building.

**TABLE 1
PROJECT USES**
(in gross square feet unless otherwise noted)

Category	Existing Uses in Alexandria Theatre	Existing Uses to Remain in the Alexandria Theatre	New Uses to be Added Per Adaptive Reuse of the Alexandria Theatre	New Mixed-Use Building	Total Project
Residential	-	-	-	35,615	35,615
Retail	1,180	1,180	6,000 <u>6,300</u>	5,650	42,830 <u>13,130</u>
Office	1,190	1,190	-	-	1,190
Restaurant	-	-	7,500 <u>7,200</u>	900	8,400 <u>8,100</u>
Theater	11,000	3,000 <u>3,150</u>	-	-	3,000 <u>3,150</u>
Lobby	2,500	2,500	1,000	-	3,500
Storage	1,132	-	-	372	372
Mechanical Room	400	400	-	-	400
Common Space ^a	600	600	1,470	9,800	11,870
Total Gross Square Footage^b	18,002	8,870 <u>9,020</u>	15,970	52,337	77,177 <u>77,327</u>
Dwelling units	-	-	-	46 units	46 units
Parking	23,400 (53 spaces)	-	-	42,000 (136 <u>137</u> spaces) ^c	42,000 (136 <u>137</u> spaces)
Loading Spaces	-	-	-	1space	1 space
Private Open Space	-	-	-	5,360	5,360
Common Open Space ^d	-	-	-	17,860	17,860
Building Height	50 feet	50 feet	N/A	40 feet	50 feet and 40 feet
Number of Stories	2 stories	2 stories	N/A	4	2 and 4 stories

Source: Alexandria Enterprises, LLC, 2010.

Notes:

- a. Common Space includes stair, and entry hall.
- b. Total Gross Square Footage does not include parking spaces and open space areas.
- c. New parking in the mixed-use building includes two ADA spaces.
- d. Common Open Space includes 11,000 gsf of roof deck.

⁴ An application to build a two-family dwelling on Lot 7 was filed on June 27, 2008 (Application No. 200806275518). This duplex would not be a part of the proposed project, and is addressed in the cumulative analysis of this document.

Alexandria Theatre. The proposed project would include the closed Alexandria Theatre building, which would be adaptively reused. Approximately ~~3,000~~ 3,150 gsf of existing theater space, 1,190 gsf of office space, and 2,500 gsf of theater lobby space would be adaptively reused, and 1,180 gsf of retail space would be retained. Some of these uses would be expanded and a restaurant would be added within the existing structure, so that at buildout there would be ~~3,000~~ 3,150 gsf of theater space, 3,500 gsf of theater lobby space, 1,190 gsf of office space, ~~7,180~~ 7,480 gsf of retail space, ~~7,500~~ 7,200 gsf of restaurant space, and also approximately 1,470 gsf of common space,⁵ 1,132 gsf of storage space, and 400 gsf of mechanical room space. The Alexandria Theatre building would comprise approximately ~~24,840~~ 24,990 gsf upon buildout of the proposed project.

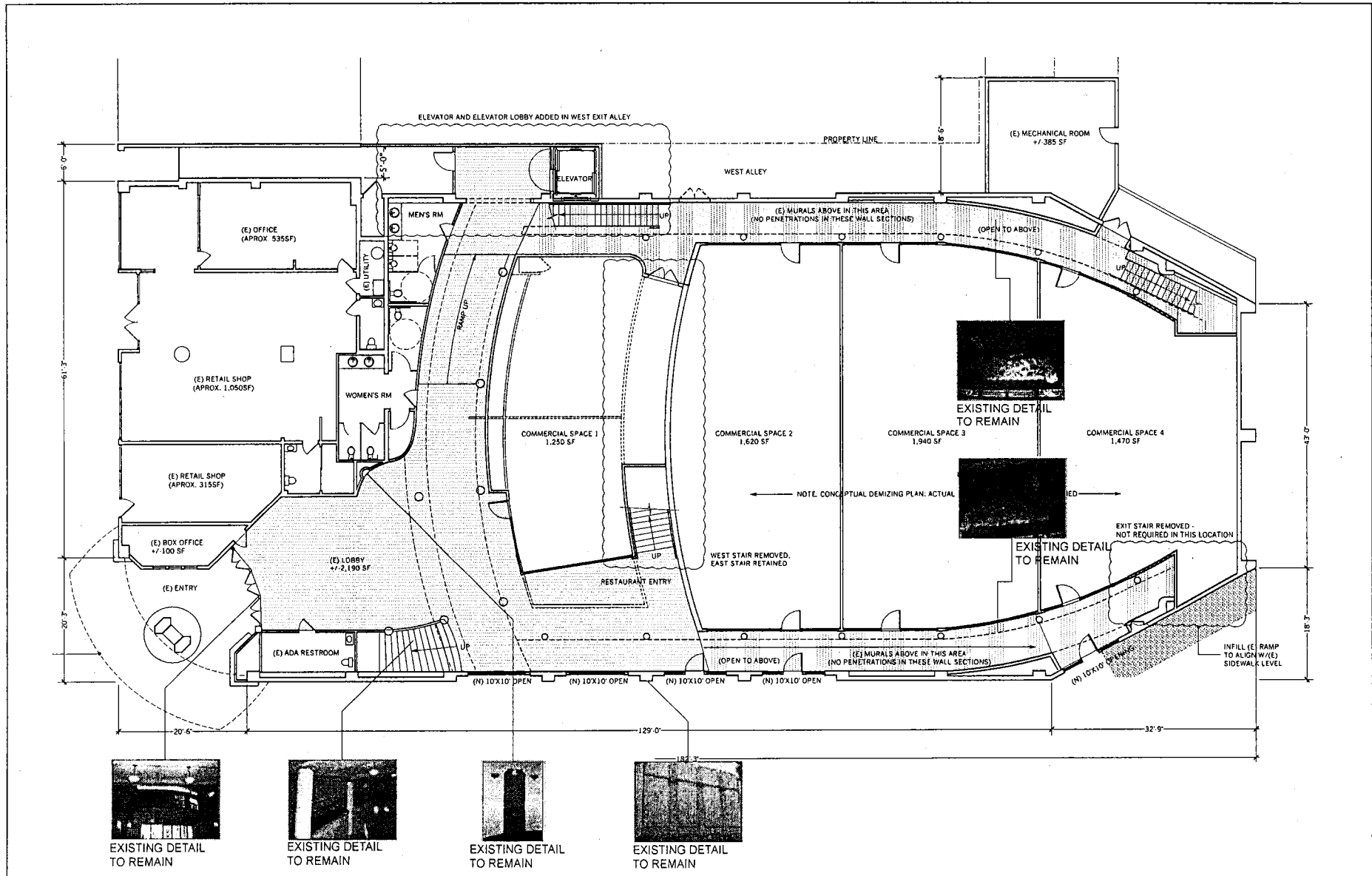
The ground floor of the theater building would contain the expanded lobby and retail space, as well as the office and box office, restrooms, and mechanical/utility room. Also on the ground floor, recycling and waste space would be provided at the rear of the building on 18th Avenue (see Figure 5, Proposed Alexandria Theatre Ground Floor, p. 9). The second floor of the Alexandria Theatre building would include a new, approximately ~~250~~221-seat single-screen boutique theater (~~3,000~~ 3,150 gsf) with office space on the mezzanine level. The second floor would also be extended into the former auditorium to create a full second floor to be used as a 200-seat restaurant (~~7,500~~ 7,200 gsf).⁶ Office space and restrooms would also be provided in the second floor. See Figure 6, Proposed Alexandria Theatre Second Floor, p. 10.

To comply with the San Francisco Building Code, the second floor would need to be Americans with Disabilities (ADA) accessible to all patrons. The project would include an elevator adjacent to the west exit alley, as shown in Figure 5, Proposed Alexandria Theatre Ground Floor, p. 9. Access to the new elevator lobby would be through the existing doors at the first floor lobby and through doors that currently open to an exterior existing balcony on the second floor, which would be removed.

The proposed project would preserve and restore many of the unique architectural details of the Alexandria Theatre on the interior and exterior including the lobby, the main staircase, main interior finishes, the blade sign and marquee, and the marble-clad ticket booth. The Geary Boulevard façade of the closed Alexandria Theatre building is approximately 50 feet tall and 60 feet to the top of the roof. The theater sign tower is 70 feet tall (see Figure 3, 1923 and Present Alexandria Theatre Facades, p. 4). Restoration of the exterior of the building would consist of rebuilding-preserving and restoring the 1942 marquee and blade sign on Geary Boulevard including retention of the building's curved façade colonnade wrapping around the 18th

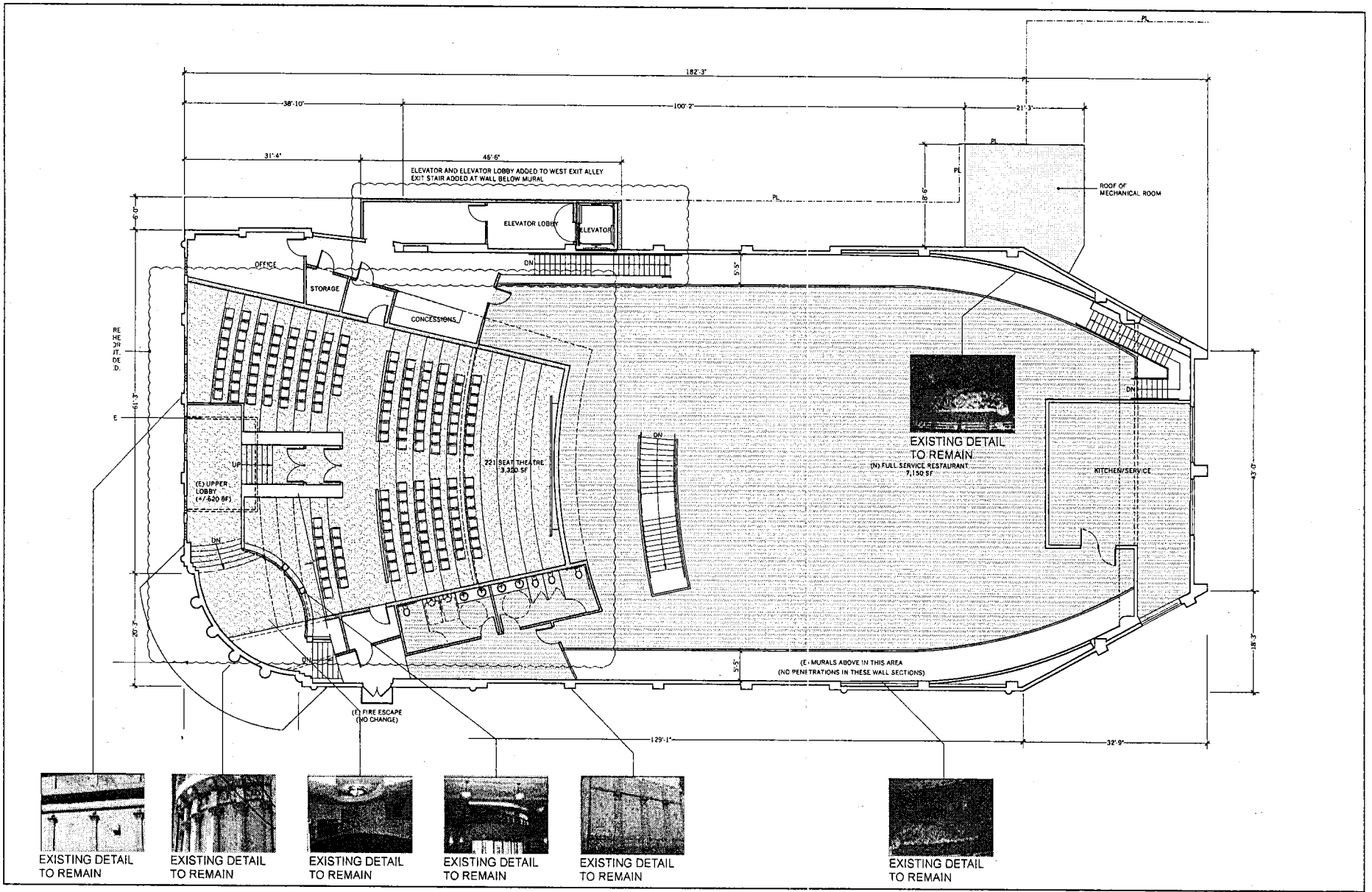
⁵ Common space includes the stairs and entry hall of the theater building.

⁶ Tenants are not yet identified for these uses.



SOURCE: Elevation Architects, 2011.

5400 GEARY BOULEVARD MIXED-USE DEVELOPMENT
FIGURE 5: ALEXANDRIA GROUND FLOOR (REVISED)



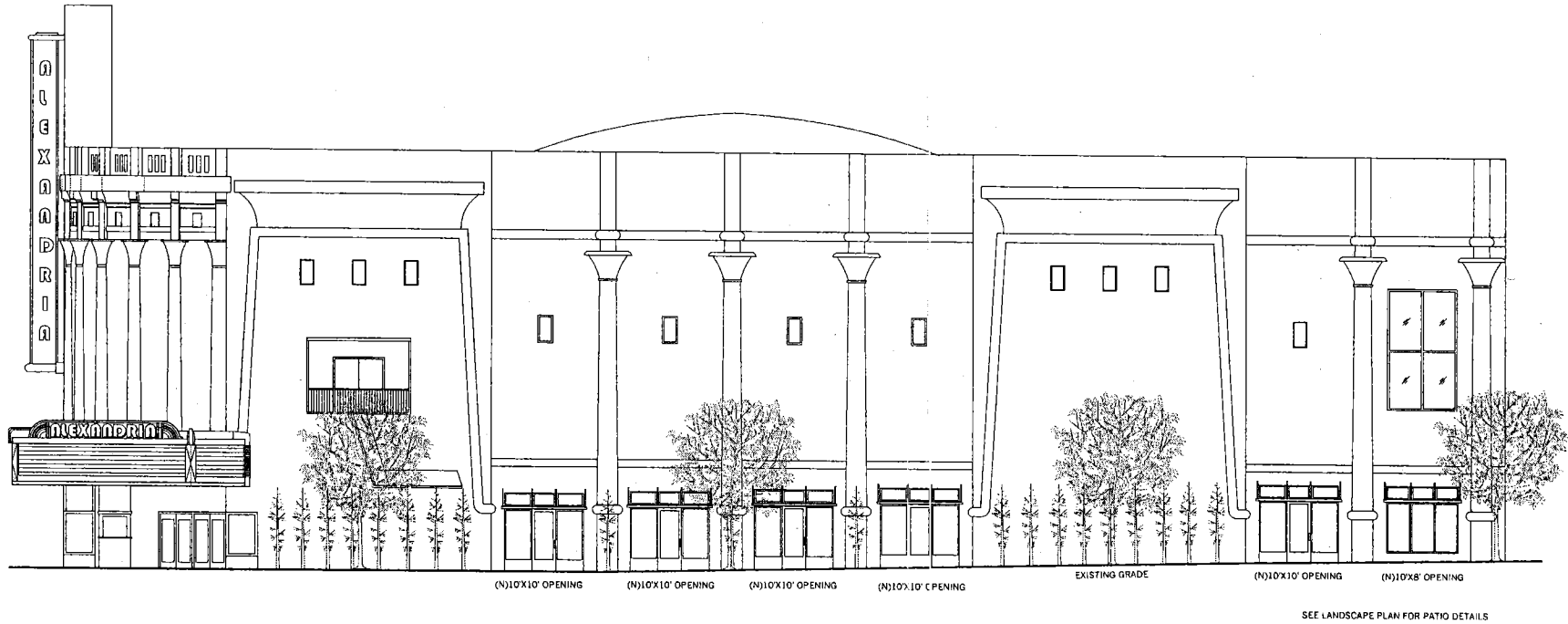
SOURCE: Elevation Architects, 2011.

5400 GEARY BOULEVARD MIXED-USE DEVELOPMENT
FIGURE 6: ALEXANDRIA SECOND FLOOR (REVISED)



SOURCE: Elevation Architects, 2011.

5400 GEARY BOULEVARD MIXED-USE DEVELOPMENT
FIGURE 7: ALEXANDRIA PROPOSED BUILDING FRONTAGE ON GEARY BOULEVARD (REVISED)



SOURCE: Elevation Architects, 2011.

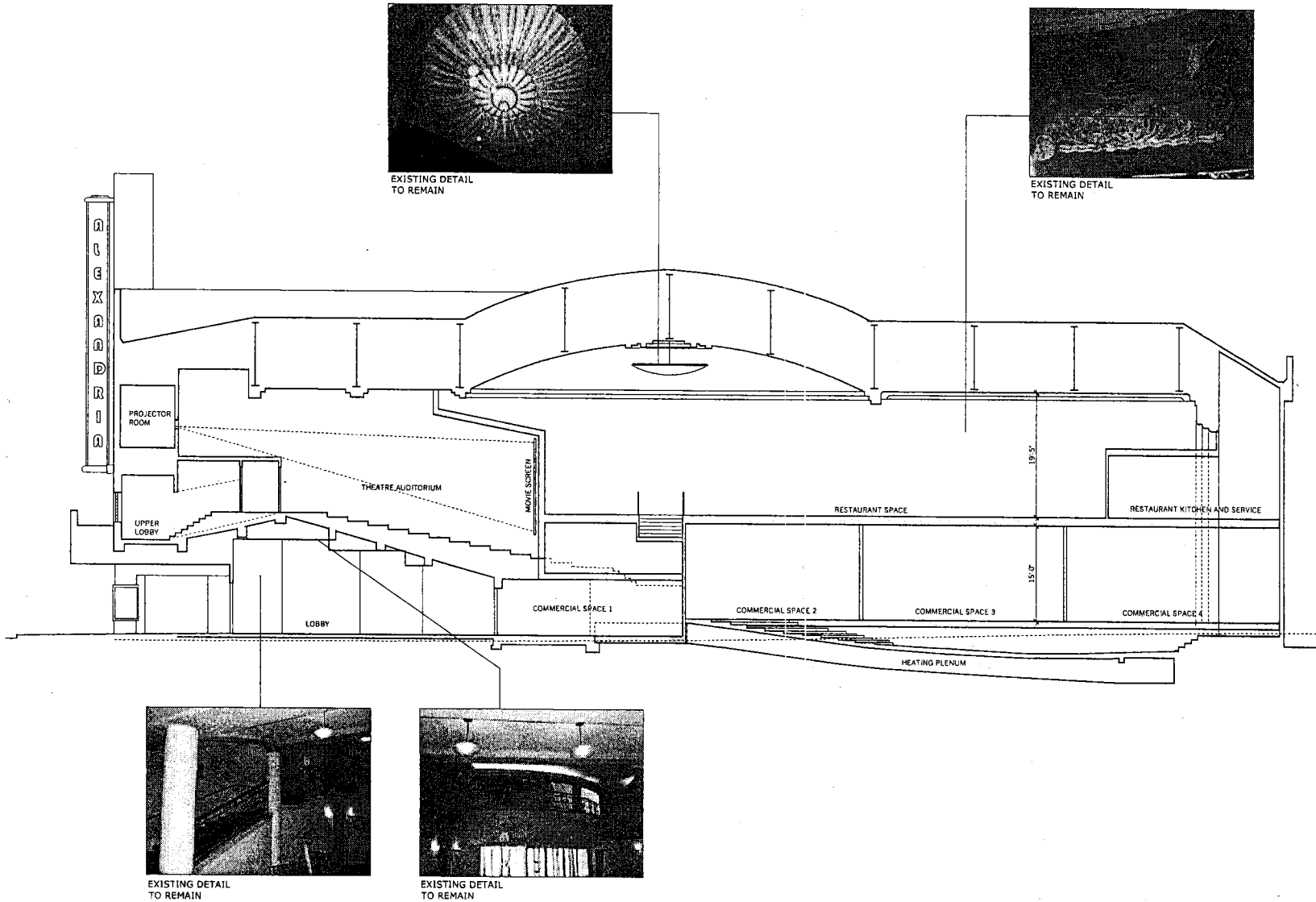
5400 GEARY BOULEVARD MIXED-USE DEVELOPMENT
FIGURE 8: ALEXANDRIA PROPOSED BUILDING FRONTAGE ON 18TH AVENUE (REVISED)

Avenue and Geary Boulevard corner, ~~1942 marquee, blade sign,~~ terrazzo patterned flooring at the entry, marble-clad ticket booth, and movie poster vitrines (see Figure 7, Alexandria Proposed Building Frontage on Geary Boulevard, p. 11). No new openings are planned on the exterior of the Geary Boulevard elevation. New openings onto 18th Avenue would be similarly fashioned to the storefronts on Geary Boulevard, with plate-glass storefronts and storefront transoms (see Figure 8, Alexandria Proposed Building Frontage on 18th Avenue, p. 12). The main walls above the storefront assemblies would have a minimum of new openings not to exceed those found on the Geary Boulevard elevation. This would preserve the feeling of mass important to the Egyptian revival architecture of the building. The northernmost two building bays that were added to the building in 1941, set on a slightly angled plane from 18th Avenue, would, at the option of the project sponsor, be opened to a greater degree with glass windows. This would be allowable because the primary intent of the exterior renovations to the building would be to convey it as it was in 1923, when that portion of the building did not exist.

Preservation of the interior would consist of retention of the lobby entrance and grand staircase, the lobby niche and water fountain, the Art Deco relief panels and murals in the lobby and auditorium, and the sunburst chandelier in the interior dome. In addition, the existing main floor auditorium would be partly preserved in place by inserting a new floor over the original bowl floor to match the exterior grade level. Figure 9, Alexandria Proposed East Interior Elevation along 18th Avenue, p. 14, shows the proposed east interior elevation of the closed Alexandria Theatre building, including the new floor above the auditorium bowl along 18th Avenue.

The rehabilitation and adaptive reuse of the theater would also involve the removal of some of the interior partitions, which were installed in 1976 to divide the mezzanine to create upstairs screening rooms in the Alexandria Theatre building. The project would insert a floor across the auditorium at mezzanine level, inset from the auditorium walls midway along its depth in order to preserve Art Deco details which characterized the theater (see Cultural Resources section for further detail, p. 46). The proposed project would include construction of new openings along 18th Avenue; however, these openings would not affect the interior features of the Alexandria Theatre building.

Mixed-Use Building. The project sponsor proposes to replace the surface parking lot on 18th Avenue, north of the Alexandria Theatre, with an approximately 52,337 gsf, four-story mixed-use building with two underground levels of parking, 5,650 gsf of ground-floor retail use, 900 gsf of food (restaurant) use, and 46 residential condominium units on all four floors.



SOURCE: Elevation Architects, 2011.

5400 GEARY BOULEVARD MIXED-USE DEVELOPMENT
FIGURE 9: ALEXANDRIA PROPOSED WEST INTERIOR ELEVATION ALONG 18TH AVENUE

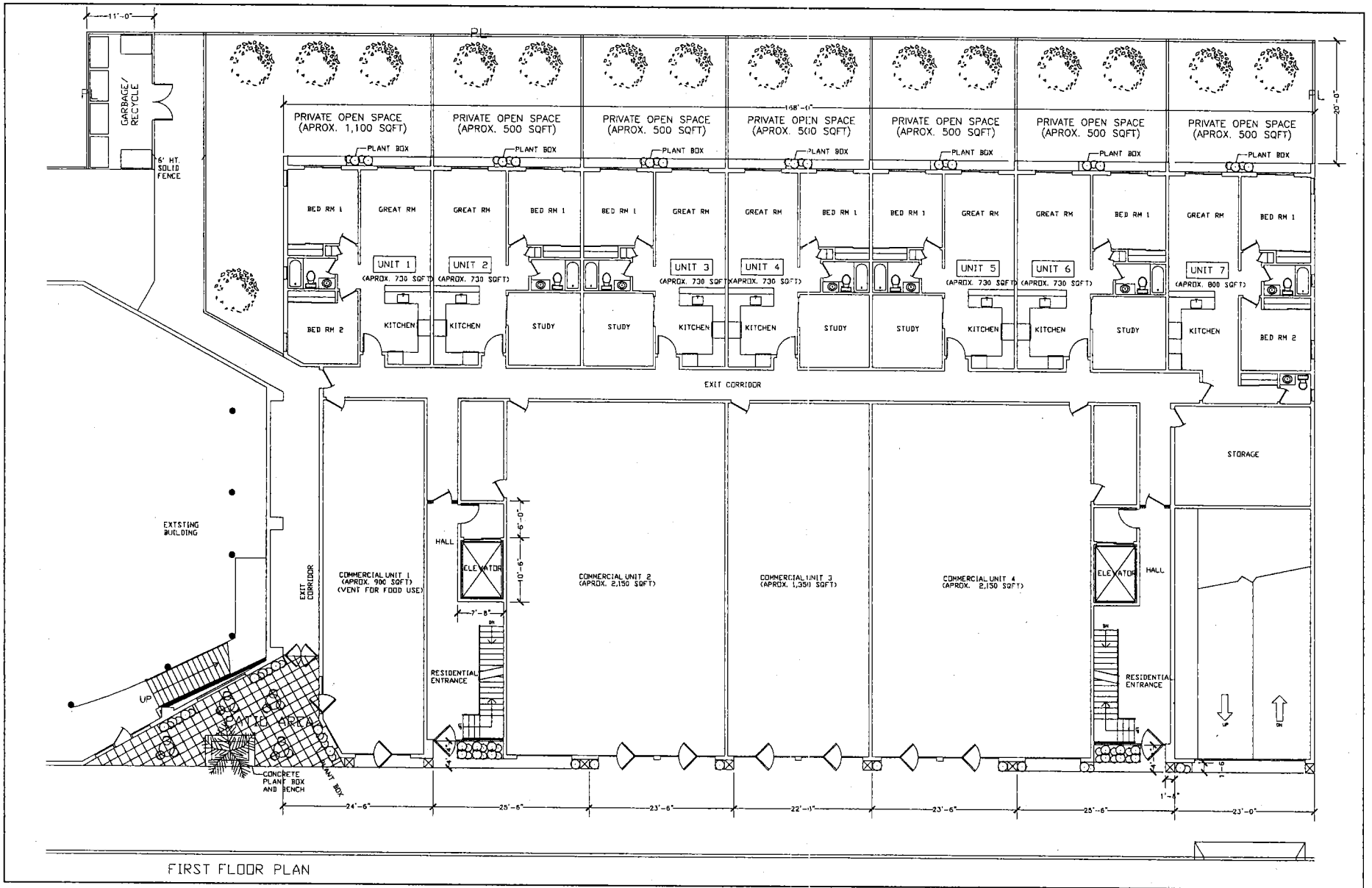
The ground-floor commercial space in the new building would be subdivided into three retail units and one restaurant unit (see Figure 10, Mixed-Use Building Ground Floor, p. 16). All four of the units would front 18th Avenue. The ground floor would also contain seven residential units (five one-bedroom units and two two-bedroom units) within approximately 5,180 sf. These units would be accessed by a corridor that would run through the center of the building. The ground floor would also contain a garbage/recycling area, an emergency exit from the adjacent Alexandria Theatre, and one parking attendant/valet station near the parking garage entrance (see Figure 10, Mixed-Use Building Ground Floor, p. 16). It has not been determined what type of retail uses would occupy the ground-floor commercial spaces.

Thirty-nine two-bedroom residential condominium units (each averaging approximately 988 gsf, including private and common open space) would occupy the top three floors of the four-story building. Residents would access the building through two entrances on 18th Avenue on either side of the retail stores. The entrances would be key-restricted and would be equipped with both elevator and stair access to the upper stories of the building and the basement parking levels.

The second, third, and fourth floors of the building would each include 13 two-bedroom units and a central open-air common court (see Figure 11 to Figure 14, pp. 17-20). Each of the residential floors would have a common court along the center of the building. The mixed-use building would also feature a roof deck (see Figure 14, Mixed-Use Building Roof Plan, p. 20). Access within the building would be through two elevators and two sets of staircases from sub-basement level to the roof.

35 of the 39 residential units on the upper floors would have a private deck accessible from either the living room or the bedroom. The proposed 40-foot-tall mixed-use building would include 5,360 gsf of private open space and 17,860 gsf of common open space.

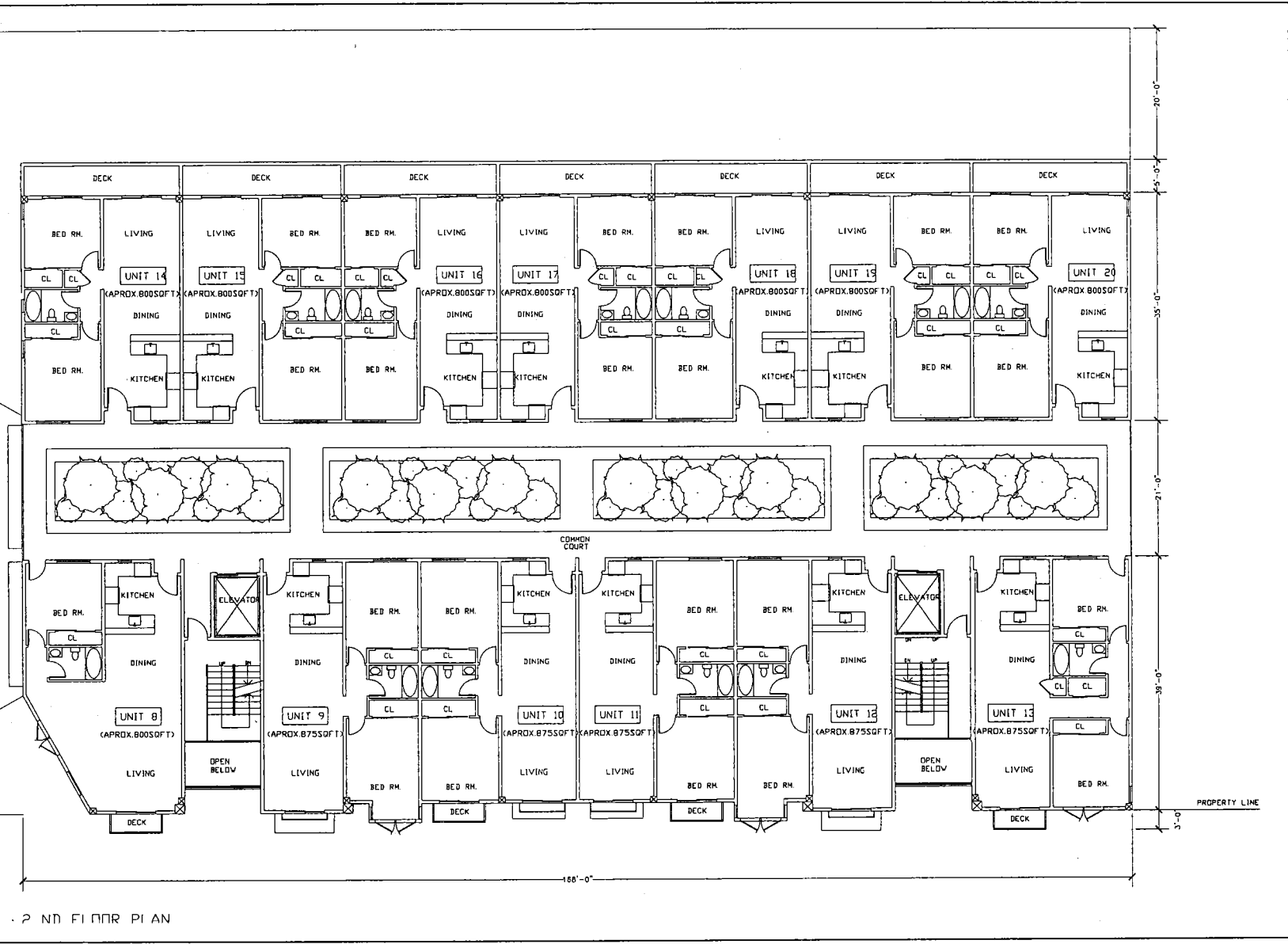
Below street level, the building would include a two-level, ~~136~~137-car-space parking garage (see Figure 15, Mixed-Use Building Basement Plan, p. 21, and Figure 16, Mixed-Use Building Sub-Basement Plan, p. 22). The proposed project would have a total of ~~136~~ 132 standard tandem parking spaces and five handicapped-accessible spaces within the mixed-use building. There would be 84 tandem spaces and two handicapped-accessible spaces on the basement level for the commercial uses (via the use of parking lifts which allow two cars to stack in each parking stall), and ~~50~~ 48 independently-accessible tandem parking spaces and three handicapped-accessible spaces on the sub-basement level, for the residential uses. ~~Five handicapped-accessible parking spaces would be included.~~



FIRST FLOOR PLAN

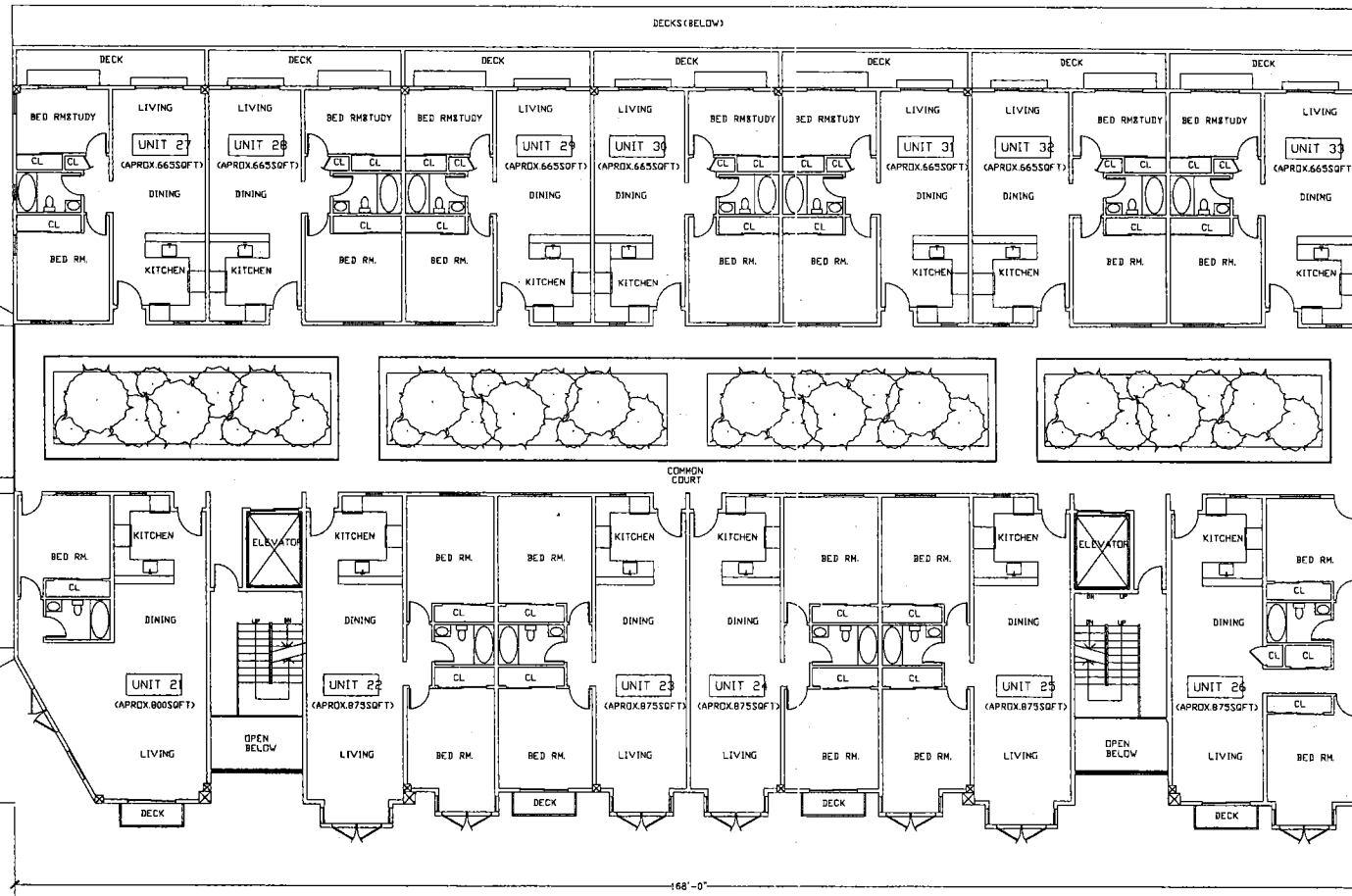
SOURCE: Drake Gardner, 2009.

5400 GEARY BOULEVARD MIXED-USE DEVELOPMENT
FIGURE 10: MIXED-USE BUILDING GROUND FLOOR



SOURCE: Drake Gardner, 2009.

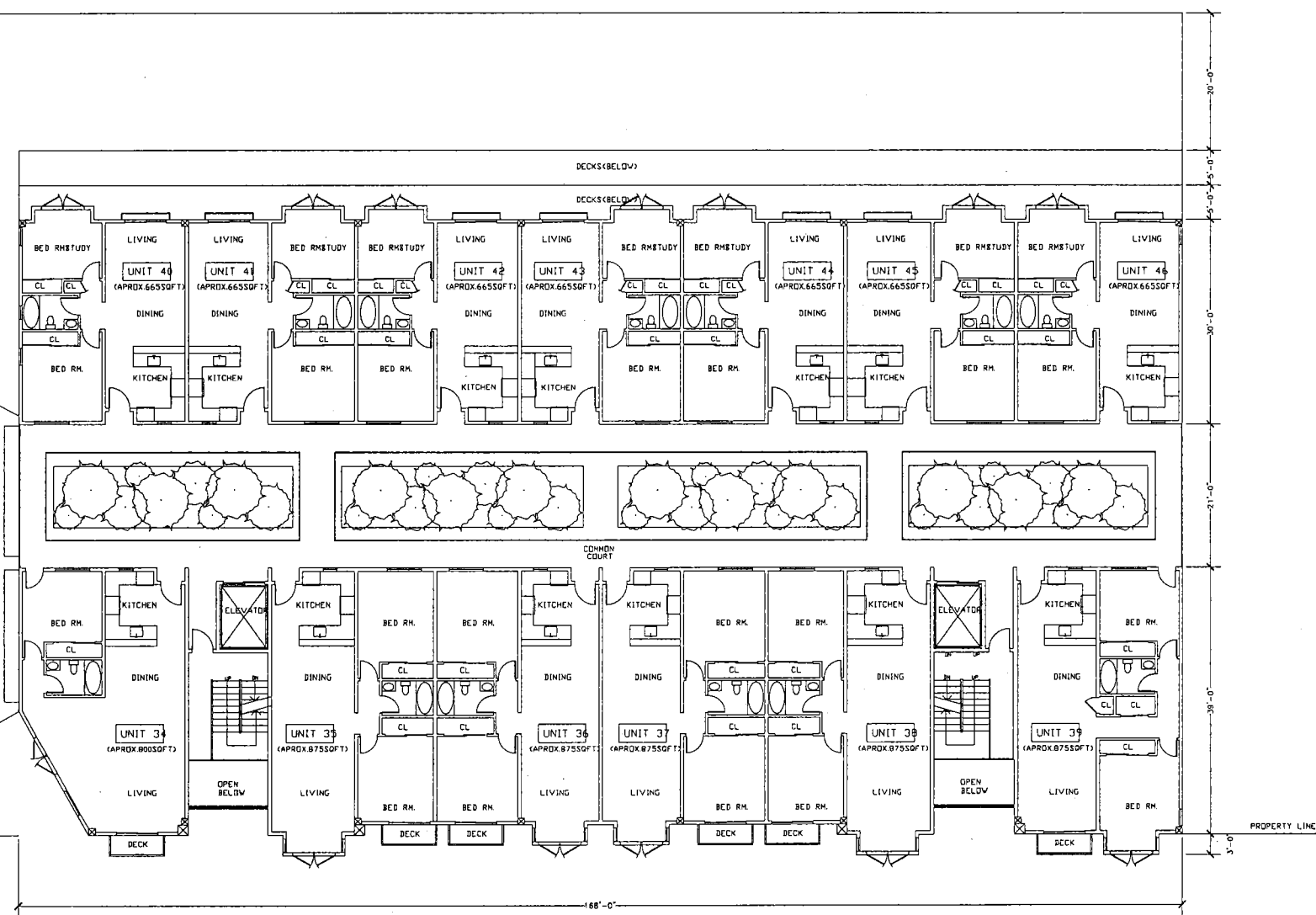
5400 GEARY BOULEVARD MIXED-USE DEVELOPMENT
 FIGURE 11: MIXED-USE BUILDING SECOND FLOOR



3 ND FLOOR PLAN

SOURCE: Drake Gardner, 2009.

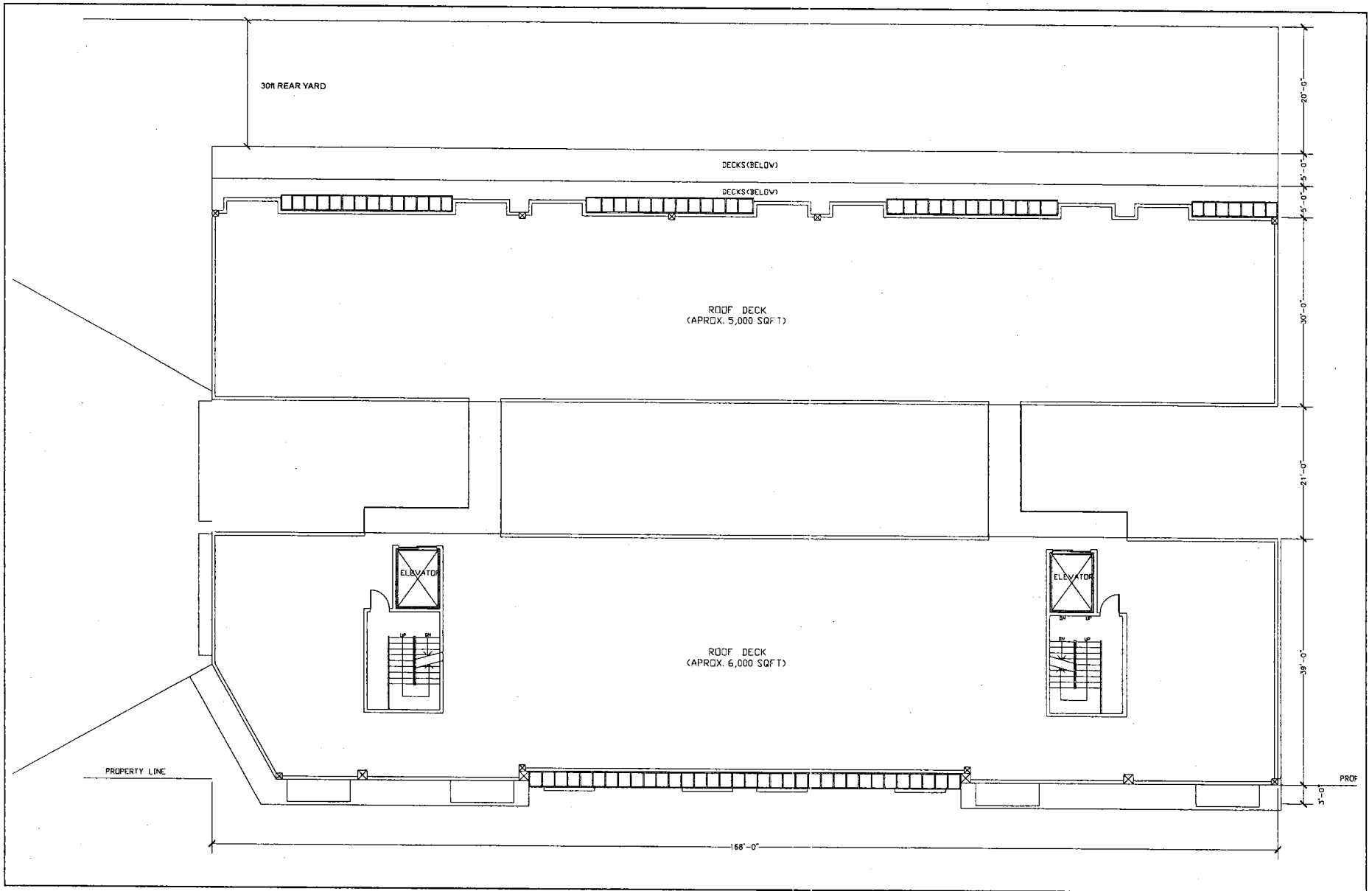
5400 GEARY BOULEVARD MIXED-USE DEVELOPMENT
FIGURE 12: MIXED-USE BUILDING THIRD FLOOR



4 TH FLOOR PLAN

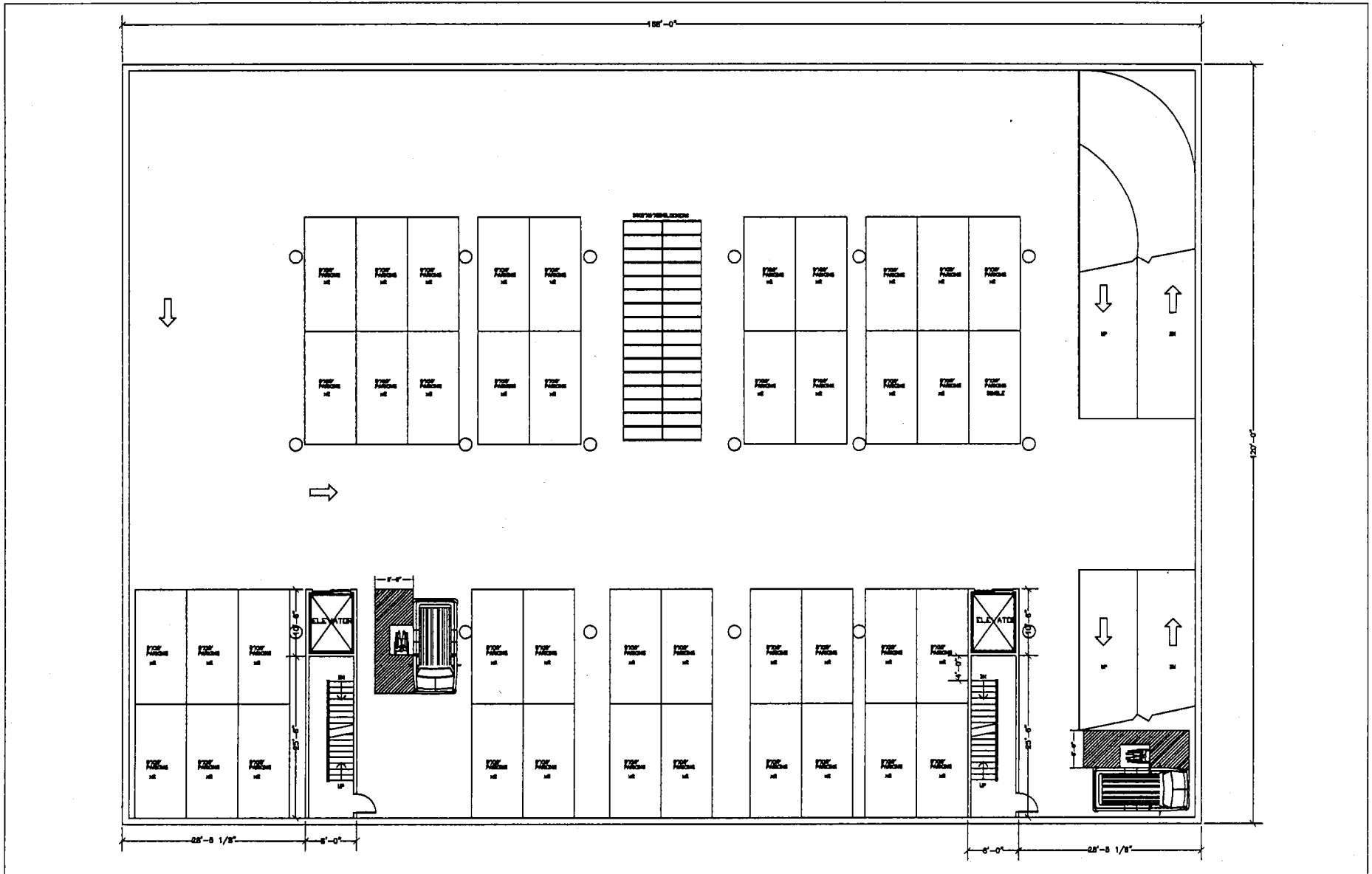
SOURCE: Drake Gardner, 2009.

5400 GEARY BOULEVARD MIXED-USE DEVELOPMENT
FIGURE 13: MIXED-USE BUILDING FOURTH FLOOR



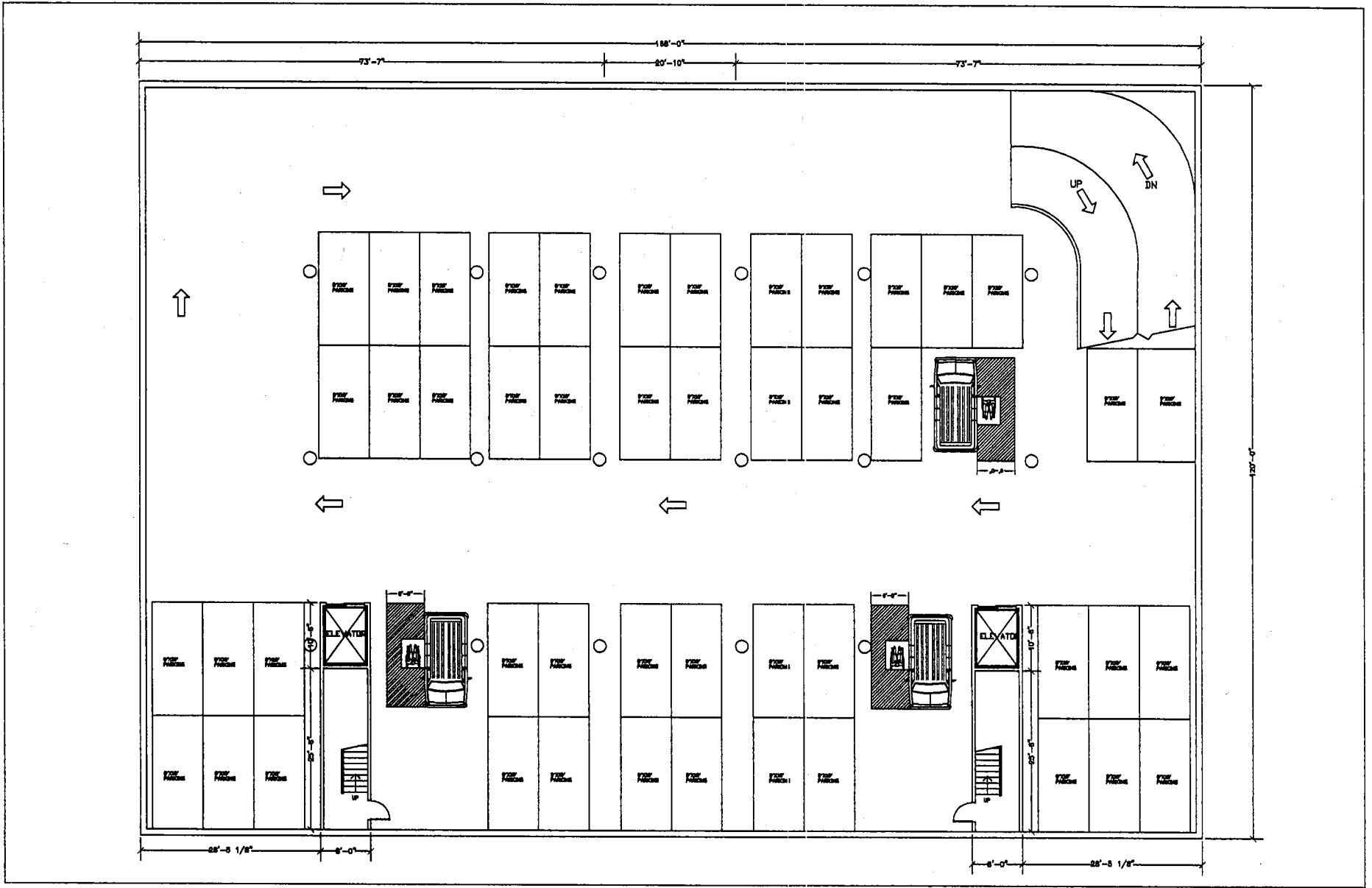
SOURCE: Drake Gardner, 2009.

5400 GEARY BOULEVARD MIXED-USE DEVELOPMENT
FIGURE 14: MIXED-USE BUILDING ROOF PLAN



SOURCE: Drake Gardner, 2009.

5400 GEARY BOULEVARD MIXED-USE DEVELOPMENT
FIGURE 15: MIXED-USE BUILDING BASEMENT PLAN



SOURCE: Drake Gardner, 2009.

5400 GEARY BOULEVARD MIXED-USE DEVELOPMENT
FIGURE 16: MIXED-USE BUILDING SUB-BASEMENT PLAN

Parking attendants would operate the commercial parking from 7:00 a.m. to 12:00 a.m. daily with valet parking. Access to the garage would be along 18th Avenue, at the northern end of the building.

Initially, residential loading would be accomplished on-street, in front of the building entrances. The project sponsor would request that the two metered spaces on 18th Avenue near Geary Boulevard be considered for conversion to metered commercial loading spaces from the San Francisco Municipal Transportation Agency (SFMTA). Garbage pickup would be at the 18th Avenue frontage of the theater, at the metered loading spaces (if approved).

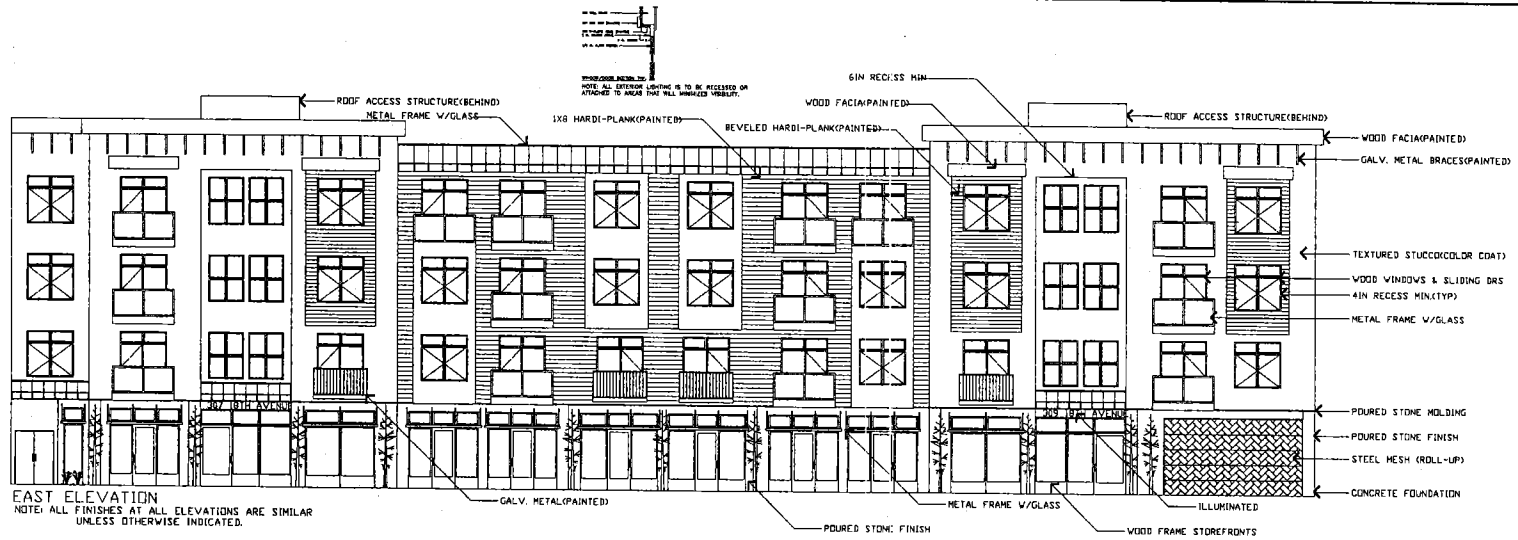
As proposed, the front and rear facades would be stucco with various window styles set in from the exterior wall. There would be a 3.5-foot-tall open metal parapet enclosing the roof deck.

Figure 17, Mixed-Use Building Front and Rear Elevations, p. 24, and Figure 18, Mixed-Use Building Side Elevations, p. 25, provide elevation views of what the mixed-use building would look like from all four cardinal directions.

Construction Schedule. Project construction is estimated to begin in 2011, with occupancy and completion in 2013. Construction would occur in four phases: demolition, excavation and shoring, building construction, and interior and exterior finishes. Debris and soil removal would take approximately 30 days. In total, construction would be expected to take 24 months. The duration of each construction phase is not known at this time. During construction, the project site would be barricaded and the project sponsor would apply to the Department of Public Works to route the sidewalk into existing street parking spaces in front of the mixed-use building.

Project Approvals. The proposed project is a Planned Unit Development (PUD), which would require the following approvals by the Planning Commission and the Zoning Administrator. The *Planning Code* Section, which refers to these approval requirements, is cited at the end of each approval item below.

- General Plan and Proposition M consistency determination (*Planning Code* Section 101.1).
- Conditional Use authorization for commercial use over 5,999 square feet in an NC-3 Zoning District (*Planning Code* Section 712.21).
- Conditional Use authorization to permit development of a lot exceeding 9,999 square feet (*Planning Code* Section 712.11). The lot would include both the Alexandria Theatre and the proposed mixed-used building.



EAST ELEVATION
 NOTE: ALL FINISHES AT ALL ELEVATIONS ARE SIMILAR
 UNLESS OTHERWISE INDICATED.

FRONT ELEVATION (EAST)

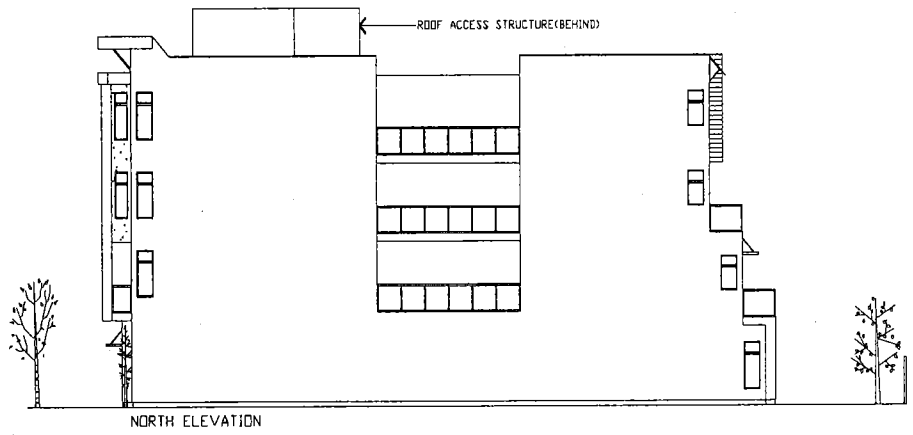


WEST ELEVATION

REAR ELEVATION (WEST)

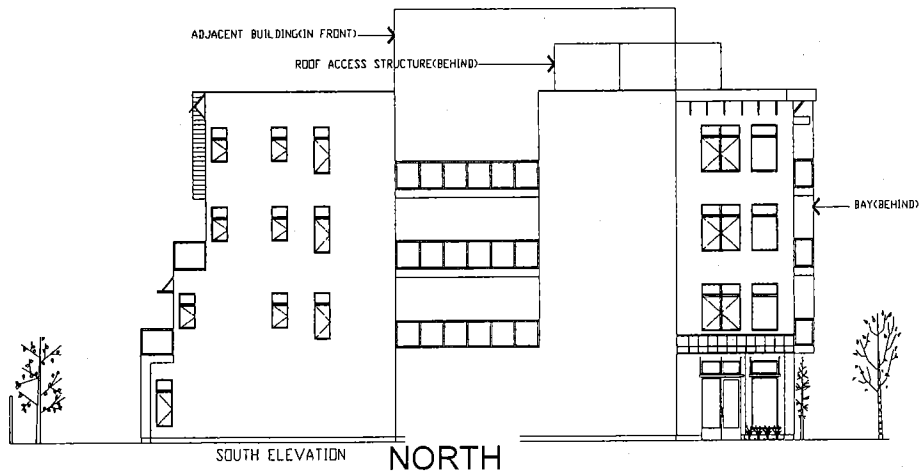
SOURCE: Drake Gardner, 2009.

5400 GEARY BOULEVARD MIXED-USE DEVELOPMENT
 FIGURE 17: MIXED-USE BUILDING FRONT AND REAR ELEVATIONS



NORTH ELEVATION

SOUTH



SOUTH ELEVATION

NORTH

5400 GEARY BOULEVARD MIXED-USE DEVELOPMENT
 FIGURE 18: MIXED-USE BUILDING SIDE ELEVATIONS

- Approval as a Planned Unit Development (PUD) (*Planning Code* Section 304). The Planned Unit Development would include both the Alexandria Theatre building and the proposed mixed-use building, on a site greater than one-half acre.
- SFPUC Wastewater Enterprise, Urban Watershed Management Program (UWMP) – Approval of a Stormwater Control Plan and Operation and Management plan demonstrating compliance with the requirements of the Stormwater Design Guidelines (SDG) is required prior to issuance of building permits.

Additionally, the proposed project would require building permits from the Department of Building Inspection, and approval of a commercial curb loading space from the San Francisco Municipal Transportation Authority (SFMTA).

B. PROJECT SETTING

Land uses in the immediate area include residential, commercial, and community uses. Geary Boulevard is characterized by mixed-use buildings (retail ground-floor uses with residential uses above). 18th and 19th Avenue are characterized by single- and multi-family residential uses, with community uses, as noted below.

Buildings near the project site range from those developed subsequent to the 1906 Earthquake, including two- and three-story residential buildings, some with retail space on the ground floor, to one- and two-story, post-World War II buildings. Single- and multi-family residential units are immediately north of the project site. Across 18th Avenue are the Pick School of Ballroom Dancing, the Golden Gate Christian Church and Richmond District YMCA. The YMCA provides children with school programs and the elderly with free food every Wednesday from 9:00 a.m. to 11:00 a.m., among other programs.

Argonne Playground and Clubhouse, a half-block south of the project site, located among residential uses on 18th Avenue mid-block between Geary Boulevard and Anza Street, is the closest public open space to the project site. Other public open space in the vicinity of the project site includes The Presidio and Golden Gate Park, four blocks north of the project site, and four blocks south, respectively.

On the south side of the project site, across Geary Boulevard, is a two-story building containing residences and Donut World, a two-story building containing residences and the Sun Wu Kong Restaurant, and single- and multi-family residences. On the west side of the project site, along Geary Boulevard, are a one-story building containing Tart-to-Tart and Cards & Comics Central, a two-story building containing residences and Geary Shoe Repair, Union Post, Incos Digital

Satellite Television, Henry's Entertainment, Gordo Taqueria, Nagoya Restaurant, and Sterling Bank & Trust, and two- to four-story single- and multi-family residences.

C. COMPATIBILITY WITH EXISTING ZONING AND PLANS

	<i>Applicable</i>	<i>Not Applicable</i>
Discuss any variances, special authorizations, or changes proposed to the Planning Code or Zoning Map, if applicable.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Discuss any conflicts with any adopted plans and goals of the City or Region, if applicable.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Discuss any approvals and/or permits from City departments other than the Planning Department or the Department of Building Inspection, or from Regional, State, or Federal Agencies.	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Planning Code. The *Planning Code*, which incorporates by reference the City's Zoning Maps, governs permitted uses, densities, and the configuration of buildings within San Francisco. Permits to construct new buildings (or to alter or demolish existing ones) may not be issued unless either the proposed project conforms to the *Planning Code*, or an exception is granted pursuant to provisions of the *Planning Code*. Approvals required for the proposed project are listed on p. 23 in the Project Description.

Planned Unit Development. The proposed project would be a Planned Unit Development (PUD) pursuant to *Planning Code* Section 304.

Conditional Use. The proposed project would require Conditional Use Authorization to permit commercial use in excess of 5,999 square feet (*Planning Code* Section 712.21) and development of a lot exceeding 9,999 square feet (*Planning Code* Section 712.11). The Conditional Use authorization to permit a change in use or demolition of a movie theater use (*Planning Code* Section 221.1) would not apply to the proposed project because Section 221.1 applies only in C and M districts. The Alexandria Theatre is in an NC-3 district, as described below.

Uses. The project site is currently zoned NC-3. NC-3 districts are intended to provide goods and services to a clientele larger than the immediate neighborhood; they are often located on major transportation thoroughfares. Housing development is encouraged above the second story. The project site is also within the Geary Boulevard Fast-Food Subdistrict, which prohibits large fast-food restaurants on Geary Boulevard between 14th and 28th Avenues. The Geary Boulevard Fast-Food Subdistrict was created to preserve the mix and variety of goods and services provided to the Richmond neighborhood and City residents, prevent further proliferation of fast-food restaurant uses, and prevent further aggravation of parking and traffic congestion in this district. The proposed project would not lease space to fast-food retailers.

The proposed project would include residential, retail, theater, and restaurant uses, which are permitted uses within the NC-3 district. The Alexandria Theatre was constructed in 1923, prior to the NC-3 use restrictions on the project site. Thus, the proposed project would be consistent with the goals of the NC-3 and the Geary Boulevard Fast-Food Subdistrict.

Height and Bulk. The proposed project is within the 40-X Height and Bulk District, which permits construction to a height of 40 feet. The closed Alexandria Theatre building, constructed prior to current zoning codes, is 60 feet at the top of the roof. The proposed project would rehabilitate and reconstruct portions of the closed Alexandria Theatre building, including rebuilding the marquee to its original 1923 state, which would construct include preserving and restoring the existing 1942 blade sign and marquee to at its original existing height of 60-70 feet, as substantiated by documentary and physical evidence (see below at Checklist Item 2, Aesthetics, p. 36). Because the Alexandria Theatre was constructed in 1923, prior to height restrictions, the project sponsor would not be required to seek a variance. The proposed mixed-use building would be 40 feet tall to the roof, and 48 feet tall with the rooftop elevator and stairwell structures, which are exempt from height limits per *Planning Code* Section 260(b). In the 40-X Height and Bulk District restrictions on bulk apply only above 40 feet. Thus, the bulk of the mixed-use building would not be subject to code restrictions. The bulk of the closed Alexandria Theatre, built before current zoning regulations, would be essentially unchanged. Thus, the proposed project would comply with the 40-X Height and Bulk District limits.

Affordable Housing. Of the 46 proposed residential units, five to six units, or 10 to 13 percent, would be affordable for sale or rent to households making no more than 100 percent of the Area Median Income as defined in *Planning Code* Section 315.1. Per the *Planning Code* the project sponsor would have other options to meet the affordable housing requirement, such as payment of an in-lieu fee. The project sponsor has not made a final determination as to which option would be chosen.

Floor Area Ratio. The commercial Floor Area Ratio (FAR) is the maximum ratio of commercial floor space to total lot area. In the NC-3 District, a 3.6:1 FAR is allowed under Section 124(a) of the *Planning Code*. This requirement would not apply to the closed Alexandria Theatre as a pre-existing use. Also, Section 124(b) exempts residential use and parking from the FAR limit. The commercial space in the new mixed-use building would have a FAR of 1:1,⁷ and thus would comply with this requirement.

⁷ FAR is calculated as commercial square footage: lot area, which is 6,550 sf : 23,400 sf, or less than 1:1. The 6,550 sf includes 900 sf of food service use and 5,650 sf of retail use.

Parking. For the proposed project, *Planning Code* Section 151 would require 46 independently-accessible parking spaces for the residential uses (one space per unit) and 26 spaces for the retail use (one for each 500 sf of occupied floor area where the occupied floor area exceeds 5,000 sf), ~~42~~ 41 spaces for the restaurant use (one for each 200 sf of occupied floor area, where the occupied floor area exceeds 5,000 sf), and ~~31-28~~ spaces for the theater use (one for each eight seats where the number of seats exceeds 50 seats). In total, *Planning Code* Section 151 would require the proposed project to provide ~~145-141~~ parking spaces; the proposed project would provide ~~136~~ 137 spaces, including handicapped spaces. As such, there would be a *Planning Code* deficit of ~~nine~~ four spaces.

Planning Code Section 155 (i) requires one of every 25 off-street parking spaces to be designed and designated for handicapped persons. Based on this requirement, the proposed project would be required to provide five handicapped spaces and the proposed project would provide five handicapped spaces. The ceiling height of 12 feet for the first and second below-grade garage levels would meet the design requirements for van-accessible parking spaces.

Bicycle. The *Planning Code* would require the proposed project to include 23 bicycle spaces. The proposed project would provide 32 bicycle spaces, or nine spaces more than the code requirement. The 32 bicycle lockers would be on the basement level of the mixed use building. As such, the proposed project would comply with *Planning Code* bicycle space requirements.

The *Planning Code* would not require the provision of shower/locker facilities because the retail and restaurant component of the new mixed-use building and the existing Alexandria would be less than 25,000 gsf. Per *Planning Code* Section 155.3(d), for new buildings and buildings with major renovations whose primary use consists of retail, eating and drinking or personal services, where the gross square footage of the floor area exceeds 25,000 sf but is no greater than 50,000 sf, one shower and two clothes lockers are required. This requirement does not apply to the existing Alexandria Theatre or the new mixed-use building because the total retail and restaurant uses combined would be 21,230 square-feet, which would be less than 25,000 sf.

Loading. The *Planning Code* Section 152 would not require a loading space for the proposed project because the retail and restaurant component of the new mixed-use building would be less than 10,000 gsf.

Proposition M. In November 1986, the San Francisco voters approved Proposition M, the Accountable Planning Initiative, which added Section 101.1 to the *Planning Code* to establish eight priority policies. These policies are: preservation and enhancement of neighborhood-serving retail uses; protection of neighborhood character; preservation and enhancement of

affordable housing; discouragement of commuter automobiles; protection of industrial and service land uses from commercial office development and enhancement of resident employment and business ownership; maximization of earthquake preparedness; landmark and historic building preservation; and protection of open space. Prior to issuing a permit for any project which requires an Initial Study under the California Environmental Quality Act (CEQA), and prior to issuing a permit for any demolition, conversion, or change of use, and prior to taking any action which requires a finding of consistency with the *General Plan*, the City is required to find that the proposed project is consistent with the eight priority policies. The case report for the Conditional Use Authorization and/or subsequent motion for the Planning Commission would contain the analysis determining whether the proposed project is in compliance with the eight priority policies.

Plans and Policies. The City's *General Plan*, which provides general policies and objectives to guide land use decisions, contains some policies that relate to physical environmental issues. In general, potential conflicts with the *General Plan* are considered by decision makers independently of the environmental review process, as part of the decision whether to approve or disapprove a proposed project. Any potential conflict not identified here could be considered in that context, and would not alter the physical environmental effects of the proposed project.

Specific to the project vicinity, the San Francisco County Transportation Authority (SFCTA), in partnership with the San Francisco Municipal Transportation Agency (SFMTA), the Planning Department, the Department of Public Works and Golden Gate Transit, have launched a study of the benefits and impacts of potential Bus Rapid Transit (BRT) designs for the Geary Corridor. The SFCTA and ~~MUNI-SFMTA~~ intend to provide BRT service along the Geary Boulevard corridor. The proposed project would not conflict with the potential provision of bus rapid transit service. No other zoning or land use plans are currently underway in the Geary Boulevard corridor or the Richmond District.

Public Notice and Comment. A "Notification of Project Receiving Environmental Review" was sent out on October 8, 2004, to the owners of properties within 300 feet of the project site and to occupants of properties adjacent to the project site, as well as to other interested parties. The Planning Department received several emails, letters, and telephone calls in response to the notice. Respondents requested to receive further environmental review documents and/or expressed concerns regarding the proposed project. Concerns regarding the proposed project included: (1) traffic; (2) effects on parking supply; (3) air pollution; (4) historic resources; and (5)

pedestrian safety. These issues are addressed in the discussion in Section D, Evaluation of Environmental Effects.

A "Notification of Project Receiving Environmental Review" was mailed on November 24, 2010 to the owners and occupants of properties adjacent to the project site, owners within 300 feet of the project site, and interested parties. Comments were received concerning the issues described below.

- Several comments expressed support for inclusion of a theatre and/or retail spaces open for public use in the Alexandria Theatre building. Individuals were concerned that the proposed project would not include these features and would not be accessible to the general public. As described in this document, the Alexandria Theatre building would include a theatre, retail space, and a restaurant, as well as office space that would be open to the general public. As such, the proposed project would include the features identified in the comments. Therefore, the project would not need to be modified nor would mitigation measures need to be added.
- Several comments expressed concern that the second floor changes to the Alexandria Theatre main theatre space would affect the historic integrity of the character-defining volume of the theatre. The commenters request that the plans pull back the new construction in the upper level/mezzanine of the theatre and reduce the size of the restaurant to retain the historic volume of the theater, and to maintain views of the existing proscenium, and other architectural details.

As noted under Cultural and Paleontological Resources, p. 46, the proposed project has been revised to reconfigure the theatre space to allow for the full view of the existing ceiling dome and central light fixtures. These revised plans dated January 11, 2011 were determined to be consistent with the Secretary of the Interior's Standards for Treatment of Historical Resources and would not cause a substantial adverse change in the significant of the resource such that the significance of the resource would be materially impaired.⁸

In the original site plans, the western non-historic upper theatre that was added in 1976 was retained. However, the revised site plans would build a new theatre in the center of the upper balcony floor. With the theatre in the center of the space, the murals on the

⁸ San Francisco Planning Department, "Revised Plans for the Alexandria Theatre by Jonathan Pearlman, Elevation Architects, dated January 11, 2011," Memorandum from Tina Tam, Senior Preservation Planner, to Chelsea Fordham, Major Environmental Analysis Unit, February 15, 2011.

east and west walls would be fully revealed and viewable. In addition to removing the walls of the theatre that attach to the mural on the west wall, the configuration of the new theatre would be symmetrical, revealing the entire dome at the ceiling. In addition, the new site plan removes the additional projection rooms and reveals decorative plaques and ceiling vent grilles that are at the south wall of the auditorium. It has been determined by the Historic Preservation Commission (HPC) and the Planning Department Preservation Staff that the changes to the site plan would be appropriate to the historic resource and would be an overall improvement to the project.

- One comment was submitted that requests the addition of an elevator within the Alexandria Theatre. This feature has been added to the proposed project and is reflected in the Final MND, p. 8.
- One comment was submitted that requests the site plans show the location of the restaurant kitchen. As shown in Figure 6, Proposed Alexandria Theatre Second Floor, p. 10, the kitchen/service area for the restaurant has been added to the site plan in the northern portion of the building.
- One comment questions the amount of independently-accessible parking stalls in the sub-basement of the mixed-use building component of the proposed project. As shown in Figure 16, Mixed-Use Building Sub-Basement Plan, p. 22, there would be 48 tandem parking stalls in the sub-basement rather than 50 parking stalls. As such, this document has been revised to address the correct number of parking stalls proposed with the project, on pp. 75-76. Nonetheless, the change in two spaces does not affect the significance conclusions presented in the FMND.
- One comment clarifies that the 1923 marquee would not be restored as part of the proposed project. The proposed project would preserve and restore the 1942 marquee, but would not incorporate features from the 1923 marquee. This change has been reflected in the Final MND, pp. 37 and 42.
- One comment requests an update to the Final MND to reflect the new site plans of the Alexandria Theatre. The Final MND has been updated to describe and depict the new site plans dated January 11, 2011. In particular, please refer to Figures 5 through 9 of the Final MND, pp. 9-12 and 14.

Comments that do not pertain to physical environmental issues and comments regarding the merits of the proposed project are more appropriately directed to the decision-makers. The

decision to approve or disapprove a proposed project is independent of the environmental review process. While local concerns or other planning considerations may be grounds for modification or denial of the proposal, in the independent judgment of the Planning Department, there is no substantial evidence that the proposed project could have a significant effect on the environment with the implementation of mitigation measures.

D. SUMMARY OF ENVIRONMENTAL EFFECTS

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

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

E. EVALUATION OF ENVIRONMENTAL EFFECTS

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
1. LAND USE AND LAND USE PLANNING—Would the project:					
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Have a substantial impact upon the existing character of the vicinity?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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

Land uses on the project block along Geary Boulevard include mixed-use buildings with retail ground-floor uses and residential uses above. Land uses on the project block along 18th Avenue,

19th Avenue, and Clement Street consist of single- and multi-family residential uses. These land uses are consistent with the vicinity of the project block, with retail and commercial, single- and multi-family residential, and institutional uses typical of the Geary Boulevard commercial mixed-use corridor, and residential uses on the north-south avenues. Buildings near the project site range from those developed subsequent to the 1906 Earthquake, including two- and three-story residential buildings, some with retail space on the ground floor, to one- and two-story, post-World War II modern glass and stucco or brick buildings.

Single- and multi-family residential units are immediately north of the project site along 18th Avenue and Anza Street. The Pick School of Ballroom Dancing, Hanger Prosthetics and Orthotics, the Agape Community Center, Golden Gate Christian Church, and the two-story Richmond District YMCA are adjacent to the project site along 18th Avenue. Two- to four-story single- and multi-family residences are east of the project block on the 18th Avenue frontage. To the south of the project site, on the Geary Boulevard frontage, are a two-story building containing residences and Donut World, a two-story building containing residences and the Sun Wu Kong Restaurant, and single- and multi-family residences. A one-story building containing Tart-to-Tart and Cards & Comics Central, a two-story building containing residences and Geary Shoe Repair, Union Post, Incos Digital Satellite Television, Henry's Entertainment, Gordo Taqueria, Nagoya Restaurant, and Sterling Bank & Trust, and two- to four-story single- and multi-family residences are located west of the project site on the Geary Boulevard frontage.

The proposed project would introduce residential and retail mixed-uses at the site, and adaptively reuse the theater and retail space. The additional residential and retail or other commercial uses, located on the site of the current parking lot, would be an intensification of use and would expand multi-family housing to the mid-block. The mixed-use building would differ from the housing types in the immediate vicinity, but would be of a type found in the project vicinity. The parking lot that would be replaced by the proposed residential mixed-use building currently serves nearby businesses on Geary Boulevard and Clement Street, and institutions such as nearby churches and the Richmond YMCA across 18th Avenue from the project site. These institutions represent individual community uses in the vicinity; they do not collectively constitute a community that could be physically divided by the removal of the parking lot on 18th Avenue. The removal of the parking lot would affect parking for visitors to the churches and the Richmond YMCA. The change in land use from a parking lot to residential and retail uses on the project site would not physically divide an existing community and, therefore, would be considered a less-than-significant impact.

Impact LU-2: The proposed project would be consistent with applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect. (Less than Significant)

As described above in "C. Compatibility with Existing Zoning and Plans," the proposed project would be generally consistent with local plans, policies, and code requirements as they relate to environmental effects. The proposed project would be consistent with the NC-3 zoning and 40-X Height and Bulk restrictions, provided that the project sponsor is granted the identified Conditional Use and PUD approvals discussed below.

The proposed project would exceed the allowable 5,999 gsf commercial use and 9,999 gsf lot size in an NC-3 district and thus would require a Conditional Use authorization. This is due to the fact that the proposed project includes both the closed Alexandria Theatre re-use and the new mixed-use building; as such, the project sponsor must seek a PUD approval. The commercial FAR is a ratio of commercial floor space to total lot area. In the NC-3 District, a 3.6:1 FAR is allowed under Section 124(a) of the *Planning Code*. This requirement would not apply to the closed Alexandria Theatre as a pre-existing use. Also, Section 124(b) exempts residential use and parking from the FAR limit. The proposed project would have a FAR of 1:1, and thus would comply with this requirement. *Planning Code* requirements regarding parking, loading, and bicycle provisions are discussed below, Checklist Item E.5, Transportation and Circulation, p. 58.

Impact LU-3: The proposed project would not have a substantial impact upon the existing character of the vicinity. (Less than Significant)

The adaptive reuse of the existing theater and construction of the new mixed-use building would not alter the character of the vicinity. The proposed project would intensify use on the site by replacing surface parking with a mixed-use building and increasing activity in the closed theater. These uses, however, would be consistent with the mixed-use character of the Geary Boulevard corridor, which is described above in "Physical Arrangement of Established Community." The proposed project would not change the mixed-use character of the existing Geary Boulevard corridor, or the overall neighborhood, resulting in a less-than-significant impact on character.

Impact LU-4: The proposed project, in combination with past, present, and reasonably foreseeable future projects in the vicinity, would result in less-than-significant cumulative impacts to land use. (Less than Significant)

There are no significant development projects under review in the vicinity of the project area. Development of a duplex on Lot 7 would not have a substantial cumulative effect on land use. The redevelopment of the project site with more intense residential and commercial uses would not, combined with other future projects, result in cumulative land use impacts.

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
2. AESTHETICS—Would the project:					
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<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 other features of the built or natural environment which contribute to a scenic public setting?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 or which would substantially impact other people or properties?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Impact AE-1: The proposed project would have a less-than-substantial effect on scenic views and vistas. (No Impact)

The project site and surrounding area do not contain scenic vistas. Thus, the proposed project would have no impact on scenic vistas.

Impact AE-2: The proposed project would not substantially damage any scenic resources. (Less than Significant)

Public open space in the project vicinity consists of the Argonne Playground and Clubhouse, located a half-block south of the project site amidst residential uses on 18th Avenue, mid-block between Geary Boulevard and Anza Street (see Figure 1, Project Location, p. 2). Other scenic resources near the project site are the Presidio, approximately four blocks north of the site, and Golden Gate Park, approximately four blocks south of the site. The project site is visible from Argonne Playground and Clubhouse, but the view is primarily of the Alexandria Theatre

building. The new four-story building would be obstructed from view by the taller theater building. The proposed project would thus not change the urban, mixed-use setting of Argonne Playground. In addition, views of The Presidio and Golden Gate Park would not be altered by the proposed project because of intervening buildings, topography, and distance. The proposed project would therefore not have a substantial, demonstrative negative aesthetic effect as seen from public open spaces and would have a less-than-significant impact on scenic resources.

Impact AE-3: The proposed project would result in a change to the existing character of the project site, but this change would not degrade the visual character or quality of the site and its surroundings. (Less than Significant)

The project site contains the Alexandria Theatre building and a surface parking lot (see Figure 19, Existing Alexandria Theatre, p. 38 and Figure 20, Existing Surface Parking Lot, p. 39). The theater tower along Geary Boulevard rises up to 70 feet above the 53-foot street face of the building. Two-story mixed-use buildings, with retail on the ground floor and residential units above, are adjacent to the Alexandria Theatre fronting Geary Boulevard to 19th Avenue.

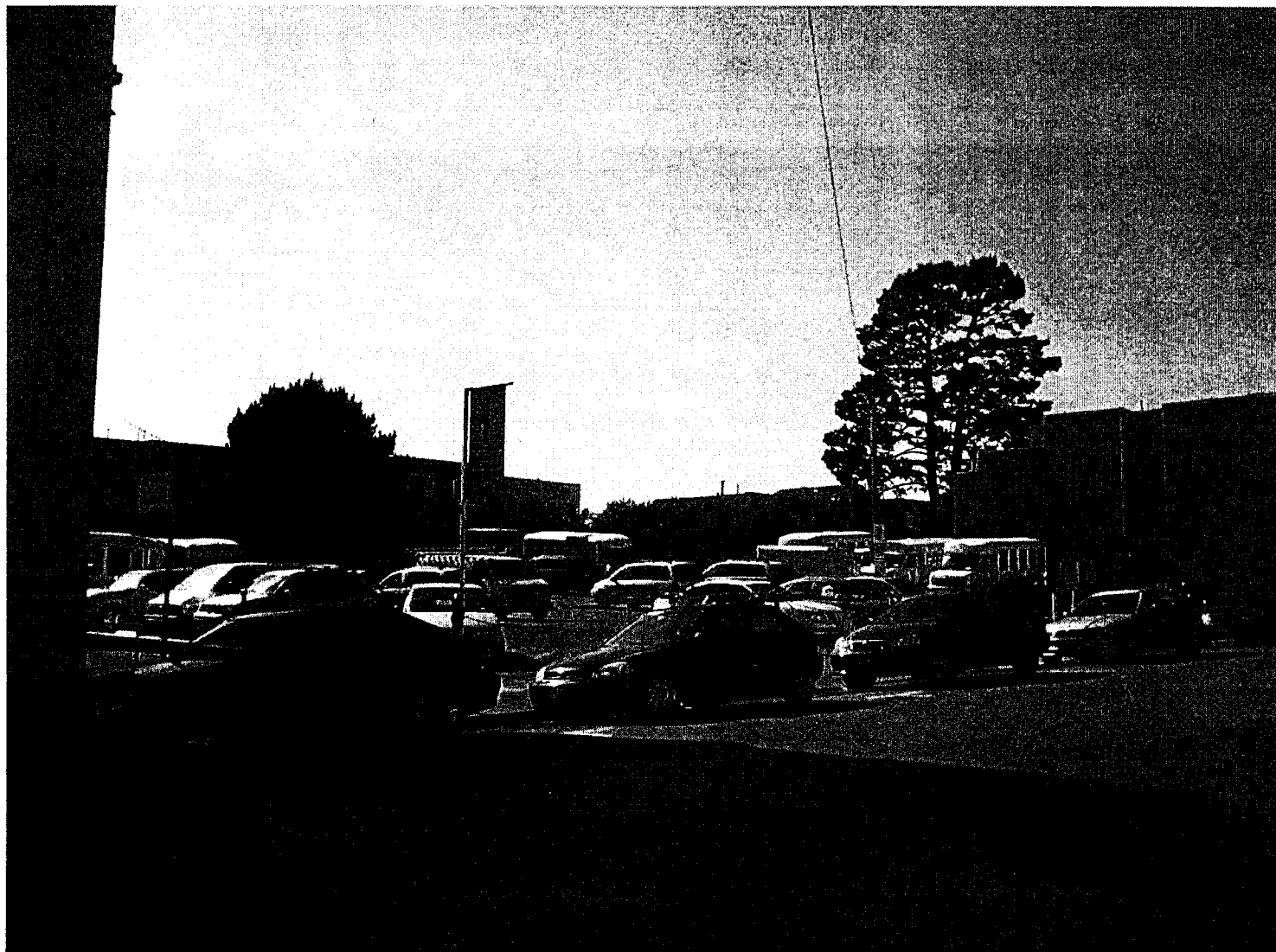
The remainder of the project block consists of primarily three-story single- and multi-family residential buildings corresponding to the zoning (Figure 4, Zoning Districts, p 6). The architectural character of the area varies, and includes post-1906 Earthquake and post-World War II buildings. Two-story commercial and mixed-use buildings are across Geary Boulevard from the project site (see Figure 21, Geary Boulevard and 18th Avenue Across from the Project Site, p. 40). A variety of commercial and institutional buildings and two- to four-story residential buildings are on the east side of 18th Avenue, directly across from the project site (see Figure 22, Project Block Along 18th Avenue, p. 41). Residential buildings are directly south of the project site, on the west side of 18th Avenue. The north-south avenues near the project site, including 18th and 19th Avenue, generally have two- to three-story residential buildings, with a few four-story buildings.

While the proposed project would adaptively reuse the closed Alexandria Theatre building, it would not expand its building envelope. The 1923 and ~~1976~~ 1942 Alexandria Theatre marquees are shown in Figure 3, 1923 and Present Alexandria Theatre Facades, p. 4. The proposed project would ~~replace this marquee with a restored version of the original 1923 marquee~~ preserve and restore the 1942 marquee and blade sign as shown in Figure 8, p.12. ~~As shown in Figure 3, 1923 and Present Alexandria Theatre Facades, the 1923 marquee was a 20-foot, ziggurat like pyramid at the top of the rounded building corner entry. The pyramid was topped with an illuminated~~



SOURCE: EIP Associates, 2007.

5400 GEARY BOULEVARD MIXED-USE DEVELOPMENT
FIGURE 19: EXISTING ALEXANDRIA THEATRE



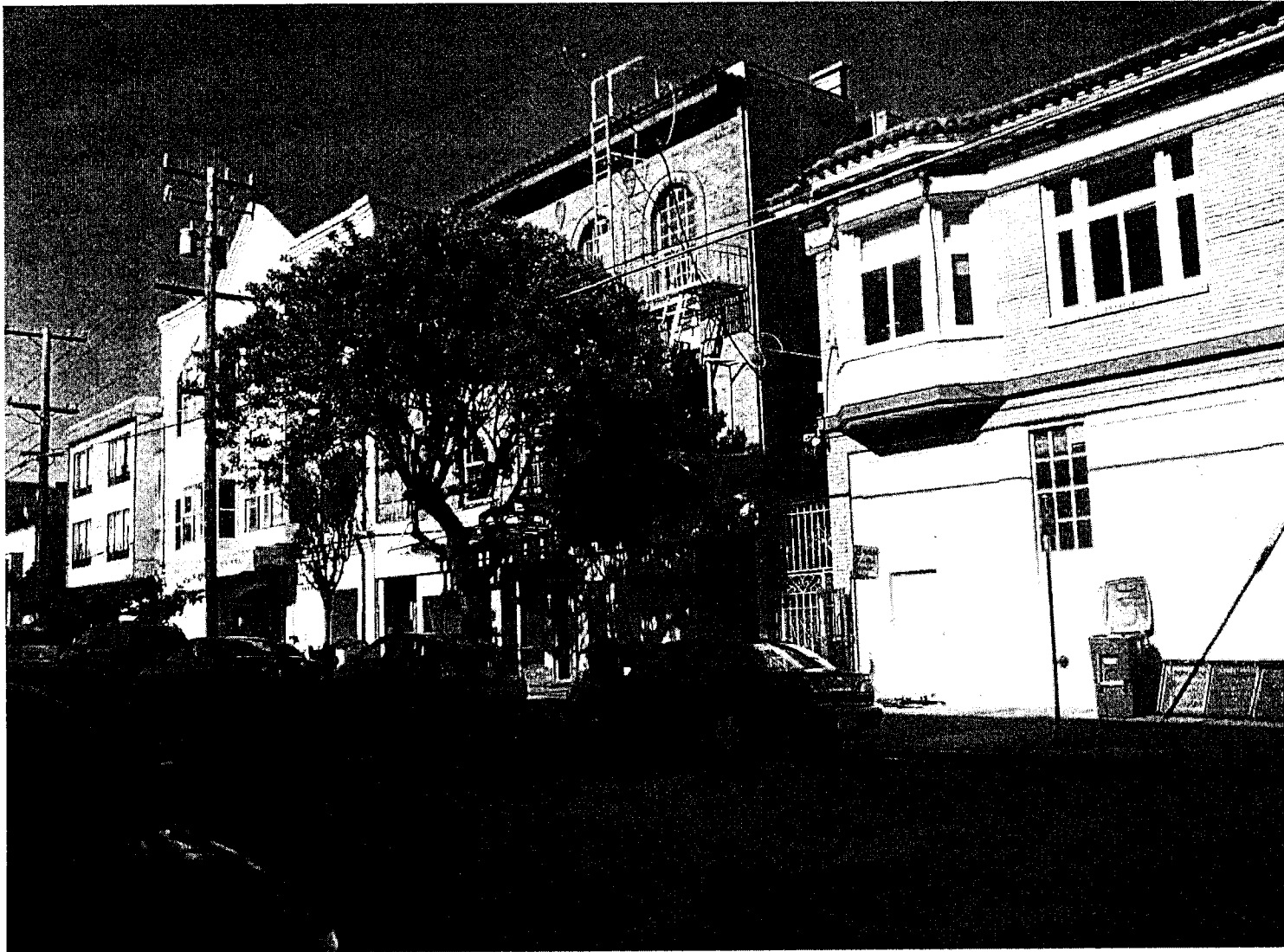
SOURCE: EIP Associates, 2007.

5400 GEARY BOULEVARD MIXED-USE DEVELOPMENT
FIGURE 20: EXISTING SURFACE PARKING LOT



SOURCE: EIP Associates, 2007.

5400 GEARY BOULEVARD MIXED-USE DEVELOPMENT
FIGURE 21: GEARY BOULEVARD AND 18TH AVENUE ACROSS FROM THE PROJECT SITE



SOURCE: EIP Associates, 2007.

5400 GEARY BOULEVARD MIXED-USE DEVELOPMENT
FIGURE 22: PROJECT BLOCK ALONG 18TH AVENUE

~~“A”. The proposed project would replace the blade sign/tower installed in 1942 (and subsequently altered) to restore the original pyramid marquee. The storefronts on Geary Boulevard would not be altered and the sidewalk treatment in front of the entrance to the theater would remain.~~

The new four-story building would be 40 feet tall, shorter than the existing theater building. The new four-story mixed-use building would be comparable in height to the existing mixed-use buildings in the vicinity of the project site. The new building would continue the street façade along 18th Avenue that is currently broken by the existing on-site parking lot. The four-story medium-scale, mixed-use building, although consistent with building types in the area, would introduce a 40-foot tall multi-family housing building to the primarily duplex or single-family housing block. The altered views of the project site from streets and residences on the east side of 18th Avenue would be of a developed urban block, rather than the current view of the back of properties fronting 19th Avenue across the surface parking lot.

While the proposed project would alter the project site, and change views of the site from streets and private residences, the overall project massing would not be incompatible with buildings in the project vicinity, especially on Geary Boulevard. The proposed project would adhere to existing regulations regarding zoning and height/bulk. Building design review is a function of project approvals, including Conditional Use authorization. Therefore, the proposed project would have less-than-significant impacts on visual character.

Impact AE-4: The proposed project would create a new source of light and glare, but not to an extent that would adversely affect day or nighttime views in the area or which would substantially impact other people or properties. (Less than Significant)

Additional light would be introduced by the proposed building and its four stories of commercial and condominium windows. New lighting would include light within the dwelling units and commercial/retail spaces, light fixtures at the building and garage entrances, and pedestrian walkways inside the building’s open court for safety and security, typical of residential and commercial development. The adaptively reused Alexandria Theatre would have lighting on the marquee, entrance, and retail space, similar to conditions when the theater was operating. The proposed project would thus introduce new light to the project block; however, given existing sources of light on Geary Boulevard and street lighting, the impacts of the new lighting would not be significant.

The proposed project would comply with City Planning Commission Resolution 9212, which prohibits the use of mirrored or reflective glass at the pedestrian level. The building would result in additional illumination but not light or glare that would significantly impact other properties. For the above reasons, the proposed project would not have a significant light and glare impact.

Impact AE-5: The proposed project, in combination with past, present, and reasonably foreseeable future development in the site vicinity, would result in less-than-significant impacts to aesthetic resources. (Less than Significant)

The proposed project would result in a more intense development on the project site, but would replace existing urban uses with other allowable land uses. Development in the project area, including development of Lot 7 with a duplex, would be subject to development standards such as those controlling height and bulk in the proposed project. As discussed above, the proposed project would not substantially change the existing visual character of the project area, and therefore would not result in cumulative aesthetic effects.

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

Impact PH-1: The proposed project would not induce substantial population growth in San Francisco, either directly or indirectly. (Less than Significant)

Currently, six persons are employed at the operating retail units in the closed Alexandria Theatre building. The parking lot is a self-pay lot with no attendants. The development of the new four-story mixed-use building, with 46 dwelling units, 5,650 gsf of retail space, 900 gsf of restaurant space, and two garage levels would result in an on-site population estimated at 105

residents and approximately 20 employees total.^{9, 10, 11} The renovated theater and retail spaces in the Alexandria Theatre building would generate approximately 54 new jobs, including the. The Alexandria Theatre building currently has six employees currently working in the active retail shops, which would be retained; therefore the total employees located within the Alexandria would be 60 employees.¹² In total, the proposed project would result in approximately 105 new residents and 74 new employees on the project site, ~~including the six employees currently on site. With the proposed retail uses in the new building and the theater building, there would be a net increase in employment of about 68 jobs.~~

The resulting residents and employees would not be considered a significant impact. ABAG's *Projections and Priorities 2009* indicates that San Francisco's 2010 population is 810,000, and the number of jobs in the City in 2010 is 568,730. If all employees of the proposed project in-migrated to San Francisco, then the additional ~~68-74~~ employees would amount to an approximately 0.01 percent population increase in the City and a 1.5 percent population increase in the project vicinity, and less than a 0.01 percent employment increase in the City. Negligible in-migration would be expected with the service sector jobs generated; employees would be likely to already live in the area. Thus, the proposed project's contribution to direct or cumulative population increase would be less than significant.

⁹ Population per household is based on an average household size of 2.28 persons per household in San Francisco in 2010, as identified in the Association of Bay Area Governments' *Projections and Priorities 2009*. In addition, the average household size for the project site Census Tract was researched using the 2000 US Census. Census Tract 426, which includes 5400 Geary Blvd. and both affordable and market-rate housing, has an average household population of 2.25. The 46 residential units would result in approximately 104 residents based on 2.25 residents per unit, and 105 residents based on 2.28 residents per unit.

¹⁰ These estimates assume full leasing of all retail space and occupation of dwelling units.

¹¹ San Francisco Planning Department, *Transportation Impact Analysis Guidelines for Environmental Review*, October 2002. General retail ~~and~~ has an average employment density of 350 gsf per employee. Restaurant use has an average employment density of 240 gsf per employee. (5650/350gsf of retail = approximately 16 employees. 900/240 gsf of restaurant = approximately four employees. Total new employees of the mixed-use building: 16+4 = approximately 20 employees)

¹² San Francisco Planning Department, *Transportation Impact Analysis Guidelines for Environmental Review*, October 2002. General retail and has an average employment density of 350 gsf per employee. Restaurant use has an average employment density of 240 gsf per employee. (7,180 6,300/350 gsf of retail = approximately 18 employees. +7,500-7,200/240 gsf of restaurant = approximately 30 employees 14,680 gsf/350 gsf = approximately 42 employees) and theater uses have an employment density of 0.023 employees per seat (~~250-221~~ seats * 0.023 = approximately 6 employees). The office/box office space in the theater building would be associated with theater uses. Total new employees of the Alexandria Theatre = 30+18+6 = approximately 54 employees

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

The project site is currently in non-residential use; no residents would be displaced as a result of the proposed project. As noted above, the six existing employees on-site would be retained. Since there would be no project-level impacts related to displacement, there would be no cumulative-level impacts.

In June 2008, the ABAG projected regional needs in its Regional Housing Needs Determination (RHND) 2007-2014 allocation. The projected need of the City and County of San Francisco from 2007 to 2014 is 31,193 new dwelling units, or an average annual need of 4,456 net new dwelling units.¹³ The proposed project would add 46 new residential condominium units to the City's housing stock towards meeting this need. It can be anticipated that residents at the proposed project would include both current San Francisco residents, as well as new residents of the City.

While the proposed project would increase population and employment at the site compared to existing conditions, the project effects would not be significant relative to the amount of residents and employees within the project vicinity, nor would it be significant with regard to expected increases in the population and employment of San Francisco. The addition of ~~68~~74 net new employees would not significantly affect the overall housing conditions in the region. Therefore, a less-than-significant housing demand impact would occur.

Impact PH-3: The proposed project, in combination with past, present, and reasonably foreseeable future projects in the vicinity, would have a less-than-significant impact on population and housing. (Less than Significant)

As described above, the proposed project and the duplex proposed for Lot 7, would not have significant cumulative population effects. Population and housing impacts, for the reasons described above, would be less than significant.

¹³ Association of Bay Area Governments, San Francisco Bay Area Housing Needs Plan, 2007-2014, <http://www.abag.ca.gov/planning/pdfs/SFHousingNeedsPlan.pdf>.

<u>Topics:</u>	<u>Potentially Significant Impact</u>	<u>Less Than Significant with Mitigation Incorporated</u>	<u>Less Than Significant Impact</u>	<u>No Impact</u>	<u>Not Applicable</u>
4. CULTURAL AND PALEONTOLOGICAL RESOURCES—Would the project:					
a) Cause a substantial adverse change in the significance of an historical resource as defined in §15064.5, including those resources listed in Article 10 or Article 11 of the San Francisco <i>Planning Code</i> ?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Impact CP-1: The proposed project would involve the adaptive reuse of the Alexandria Theatre building at 5400 Geary Boulevard, which would have a less-than-significant impact on historic architectural resources. (Less than Significant with Mitigation)

~~The Alexandria Theatre opened in 1923 by Samuel Theatre Levin, a San Francisco movie entrepreneur and his brothers Alex and Joseph~~ The Alexandria Theatre, opened in 1923, was built by Samuel Levin, a prolific San Francisco theatre developer with his brothers Alex and Joseph. The Alexandria was built in a boom time for theaters and in particular, was part of the development of neighborhood facilities throughout the United States in the 1920s. Of the dozens of neighborhood theaters built throughout San Francisco in the 1920s, approximately 20 theaters still exist, and only approximately half are still in use as movie houses. At the time of the theater's opening in 1923, it made news as the first theater in the area to use a sloped floor. The building stands out within the Richmond district due to its large physical presence and unique Egyptian Architecture (see Figure 3, 1923 and Present Alexandria Theatre Facades, p. 4). Capitalizing on the discovery of King Tutankhamen's tomb, the architects for the building, the Reid Brothers, designed the Alexandria Theatre with a stylized Egyptian theme, mixing elements of ancient Egypt, Minoan culture, and classical detailing. The building was constructed with a steel frame and poured concrete foundation, walls, and fireproofing around the steel structure. The building emulates the massiveness of Egyptian tombs through battered, slab-like walls along Geary Boulevard and 18th Avenue. The simple ornamental schemes found in ancient buildings like the pylons of the Temple of Luxor are echoed in rhythmic bays along both steel facades and the unornamented outward curving entablature-like cap elements. The

building features a 70-foot-tall tower with an Art Deco blade sign on its Geary Boulevard façade, above the theater entrance and box office.

A two-bay, angled addition was added to the rear of the building in 1942; this addition was designed by noted San Francisco Architect A.A. Cantin. A marquee with Art Deco geometric curves and ribbing (typical of others in the 1930s and 1940s) was added at this time. ~~This marquee has since been modified from its original design.~~ Also in 1942, the interior was remodeled, the floor reshaped, and many Art Deco features were added. The Alexandria remained a single-screen theater until 1976 when it was split into three auditoria. George K. Raad Architects of San Francisco designed the remodel. The lower portion was sectioned off, and two smaller theaters were created on bleacher-like stadium seating area. All of the elements of the 1942 remodel were left intact during the 1976 modification.¹⁴

The Alexandria is not currently listed as a local or State landmark, and has not been the subject of any prior surveys, ratings, or studies.

Historical Significance of the Alexandria Theatre. Under CEQA, a property is determined to be an historic resource if it meets the criteria for listing on the California Register of Historic Resources under one or more of the following four criteria: Criterion 1: Events, Criterion 2: Persons, Criterion 3: Architecture/Design, or Criterion 4: Information potential. A building must also have integrity to be eligible for the California Register. Specifically, historical resources must meet one of the significance criteria and retain enough of their historic character to convey the reason for their significance.

A ~~n~~ Historical Resources Report was prepared for the Alexandria Theater by Elevation Architects in 2006. This report determined that the Alexandria Theater meets the definition of an historical resource under CEQA, as the building has integrity under seven categories (location, design, materials, workmanship, setting, feeling, and association) and because it falls under CEQA Category 2: Properties Requiring Further Consultation and Review, due to its association with the Reid Brothers.¹⁵

¹⁴ Elevation Architects, prepared by Jonathan Pearlman, *Historical Resource Report the Alexandria Theater*, February 2006.

¹⁵ Elevation Architects, prepared by Jonathan Pearlman, *Historical Resource Report the Alexandria Theater*, February 2006.

Also, the San Francisco Planning Department prepared a Historic Resource Evaluation Response (HREER) for the theater building in 2006¹⁶ and 2010.¹⁷ Both HREERs determined that the Alexandria Theatre is a historic resource under CEQA. Information from the 2010 HREER is summarized below.

Eligibility Criterion. The Alexandria Theatre building was determined by the San Francisco Planning Department to be a historic resource under CEQA by satisfying two criteria:

- Criterion 1: Event, Movie Theater, because it was built and used as a single-screen movie theater during the period of significance for Neighborhood Movie Palaces (1915 to 1930), and exhibits all or most of the character defining features of a Neighborhood Movie Palaces, which are significant because they embody the optimism and affluence of the post-World War I era.
- Criterion 3: Architecture/Design, because the theater was the work of master architects (the Reid Brothers [1923] and A.A. Cantin [1942]) during the theater's period of significance (1923 and 1942), and because the theater's design satisfied the architecture criteria. The Reid Brothers designed many important buildings in California, including the Hotel Del Coronado in San Diego, the Fairmont Hotel in San Francisco, and many others. The Reid Brothers designed 20 theaters during the 1920s and 30s; many of these theater buildings in San Francisco remain (although in some cases are not operating as theaters), such as the Balboa, Metro, York, Avenue, and New Mission. A.A. Cantin was a prominent San Francisco architect who worked on the marquees of the Castro, Alhambra, and Royal theaters.

Integrity. Integrity is judged based on the period of significance, and changes made after 1942. The Alexandria Theatre has two periods of significance: 1923 and 1942. The feeling of a single-screen theater was partly lost in 1976, with the introduction of dividing walls at the top of the balcony rail to the ceiling, partitioning of the balcony into two smaller auditoriums, and installation of a projection tunnel for the main auditorium. However, a significant amount of original material and design was not significantly compromised. The interior retains sufficient integrity to convey its periods of significance. As such, the Planning Department determined

¹⁶ San Francisco Planning Department, *Historic Resource Evaluation Response*, Memorandum from N. Moses Corrette, Preservation Technical Specialist, to Leigh Kienker, Major Environmental Analysis Unit, December 18, 2006.

¹⁷ San Francisco Planning Department, *Historic Resource Evaluation Response*, Memorandum from Aaron Starr, Preservation Technical Specialist, to Leigh Kienker, Major Environmental Analysis Unit, January 29, 2010.

that the building, including its interior, has retained integrity from the period of significance, including location, design, materials, workmanship, setting, feeling, and association.

*Analysis of Project Impacts on the Historic Integrity of the Alexandria Theatre,*¹⁸ A project would not have a significant impact on a historically significant resource if the project would be consistent with the Secretary of the Interior's Standards for the treatment of historic properties.¹⁹ As indicated in the HRER, the proposed project would remove the non-contributory divisions in the auditorium made in 1976. The entry foyer, lobby area, stairs to the upper theaters and upper lobby would be retained in accordance with the Secretary of the Interior's Standards. ~~Significant portions of the steel and concrete sloped floor of the upper auditoriums would be removed.~~ The recessed bowl floor would be leveled and the main theater spaces would be divided into two levels. The proposed plan would place the new theatre in the center of the second floor. Surrounding the theatre box, the new floor platform would be built to align with the current center aisle of the existing upper theatres, allowing access into the theatre from the elevator. The proposed project would reconfigure the theatre space to allow for the full views of the existing ceiling dome and central light fixture and would remove the 1970s non-historic interior partitions, stairs, and sloped floors to reveal historic decorative plaques and architectural details and allow for better accessibility between floors. The ground-floor would be partitioned into four retail spaces.

While the proposed changes to the auditorium would alter its spatial volume ~~and would remove historic material~~, the original theater space has already been compromised so that the proposed project would not alter the building to the point where it can no longer convey its significance. The proposed configuration of the second floor would convey building's the original theater use and significant decorative features. Significant decorative features such as the central ceiling dome and chandelier and murals would be maintained under the proposed project.

The proposed project would include openings on the 18th Avenue façade of the theater building to create new retail space. While this would remove historic material and create new openings, this would not alter the building such that it would no longer convey its significance. The openings would not impact significant interior decorative features, such as murals in the

¹⁸ San Francisco Planning Department, *Historic Resource Evaluation Response*, Memorandum from Aaron Starr, Preservation Technical Specialist, to Leigh Kienker, Major Environmental Analysis Unit, January 29, 2010.

¹⁹ San Francisco Planning Department, "Revised Plans for the Alexandria Theatre by Jonathan Pearlman, Elevation Architects, dated January 11, 2011," Memorandum from Tina Tam, Senior Preservation Planner, to Chelsea Fordham, Major Environmental Analysis Unit, February 15, 2011.

auditorium space. Further, all character-defining features in the exterior, such as the building's bulk and massing, 1942 marquee, ~~entry and~~ blade sign, terrazzo flooring, pylon-like wall with trim and moldings, curved corner colonnade, and main recessed entrance, would be preserved and/or restored. ~~The original marquee would be rebuilt to its original height of 60 feet, as substantiated by documentary and physical evidence.~~ See Figure 3, p. 4, and Figure 8, p. 12, for illustrations of the existing and ~~proposed rebuilt previous 1923~~ marquees.

The proposed project would also include a new elevator and new elevator lobby to provide ADA access to the second floor. To maintain the historic integrity of the building, the elevator would be constructed in the existing west exit alley. The west elevation of the building does not have character-defining features and is mostly blocked by the adjacent building at 5418 Geary Boulevard. As such, views of the new elevator space from Geary Boulevard would be mostly blocked. In addition, access to the elevator lobby would be through existing doors, thereby minimizing the impact to the interior of the building. The first floor has exit doors to the alley in the lobby and the second floor has doors that open to an exterior exit balcony, which would be removed as part of the proposed project. Therefore, the new elevator would not affect the ornamental features and the murals in the main auditorium.

Additionally, the Planning Department found that the removal of the existing parking lot and construction of the new mixed-use building would not have an adverse impact on the Alexandria Theatre building, as long as appropriate safeguards are incorporated to insure the structure of the building is not physically damaged by construction activities.

Therefore, the Planning Department found that the proposed project would be consistent with the Secretary's Standards, contingent on the adoption of certain measures. These measures are identified as Mitigation Measure M-CP-1, p. 50, which would ensure that the proposed project alter, restore, and re-use portions of the Alexandria Theatre in a manner consistent with the Secretary of the Interior's Standards. With the inclusion of Mitigation Measure M-CP-1, the proposed project would have a less-than-significant impact on historic architectural resources.

Mitigation Measure M-CP-1, below, has been incorporated to address potential effects on architectural resources related to construction of the proposed project. Implementation of this mitigation measure would reduce this potential effect to a less than significant level.

Mitigation Measure M-CP-1: Architectural Resources

The Planning Department identified the following character-defining features of the building to be retained and respected in order to avoid a significant adverse effect. The project sponsor

shall retain a preservation architect, pursuant to Secretary of Interiors Standards of professional qualification, to implement this measure. Furthermore, the project sponsor shall also submit a detailed drawing of the project plans for review by Planning Department and Preservation Staff.

Documentation/Recordation

Before an alteration permit is issued for interior work within the Alexandria Theatre, the project sponsor shall create a catalog of all the significant interior features, including but not limited to those identified in the HRER dated February 2006 and prepared by Jonathan Pearlman of Elevation Architects. The catalogue shall include photographs of the significant interior features and written descriptions to include materials, dimensions of such features (plaster ornamentation and metalwork on walls and ceiling, murals, fixtures and furnishings), and locational/positional information.

Documentary photography shall meet the following standards:

- A. Readily Reproducible: Prints shall accompany all negatives.
- B. Durable: Photography must be archivally-processed and stored. Negatives are required on safety film only. Resin coated paper is not accepted. Color photography should also be taken but may not be substituted.
- C. Standard Sized: Sizes 4"x5", 5"x7" or 8"x10".

One copy of this catalog shall be given to the San Francisco History Center at the Main Public Library, and a second will be given to the *Planning Department*.

Floor

The recessed bowl floor was built in 1923 and altered in 1942, and is a significant feature in the development of the theater as a property type. It shall be partly preserved *in situ* by inserting a new frame floor suspended over the bowl to match with the exterior grade level.

The new floor within the main auditorium shall be set within this volume. The new floor shall not extend to the full interior width, nor be fully affixed to the exterior perimeter walls, so that from within the building a feeling of a former volume can be discerned and so that significant interior fixtures, such as murals, would not be altered, damaged, or destroyed.

The terrazzo floor connecting the sidewalk with the lobby, installed after the initial construction of the theater but during the period of significance, shall be retained.

Blade Sign and Marquee

The existing 1942 blade sign and marquee shall be preserved and restored. Chemical or physical treatments, such as sandblasting, that cause damage to historic materials, shall not be used.

Lobby & Stair

The building's main lobby shall be maintained as it was remodeled in 1942, and the main staircase shall continue to serve the tenants of the second floor. The main interior finishes of the lobby as well as the bulk of its shape and dimensions shall be maintained.

Mezzanine

The former mezzanine shall be remodeled to contain one theater space and a lounge, café, restaurant, or other use. (The final uses are to be determined).

Exterior Openings

On the exterior, no new openings shall be incorporated along the Geary Boulevard elevation. New openings shall be opened on the secondary façade on 18th Avenue, and shall be designed similarly to the storefronts on Geary Boulevard, with plate glass storefronts and storefront transoms. The main walls above the storefront assemblies shall have a minimum of new openings not to exceed those found on the Geary Boulevard elevation. These measures would preserve the feeling of mass that is important to the Egyptian revival architecture of the building. The proposed new openings on the east side façade shall not in any way alter or damage the murals or other significant features on the inside of the auditorium space or on the exterior of the building.

The northernmost two building bays that were added to the building in 1942 and are set on a slightly angled plane from 18th Avenue can, at the option of the project sponsor, be opened to a greater degree with glass windows. However, and appropriate amount of solid-to-void ratio shall be maintained so as not to significantly alter the character of the building.

General Historic Preservation and Monitoring

Related new construction shall not destroy historic materials that characterize the property and its environment. The new work shall be differentiated from the old to protect the historic integrity of the property and shall be compatible with the massing, size, scale, and architectural details to protect the historic integrity of the property and its environment.

The project sponsor shall retain the services of a preservation architect or architectural historian who meets the Secretary of the Interior's Standards Professional Qualifications Standards to oversee the preservation and restoration of significant features of the building and to review all proposed changes to ensure that they would not denigrate or destroy significant architectural or decorative features.

Construction Measures

The project shall incorporate construction-phase measures to provide protection and avoid impacts on the historic theater, as proposed by the project sponsor. These construction measures shall include the following elements:

- Before the floors of the auditorium are under construction, plywood paneling shall be put in place to provide protection to the interior walls and ceiling as required.
- If there is gross failure in the attempt to move historic materials, reconstruction as needed of damaged or destroyed materials shall be based on the documentation prepared as a condition of the project.

Impact CP-2: The proposed project could result in damage to, or destruction of, as-yet unknown archeological remains, should such remains exist beneath the project site. (Less than Significant with Mitigation)

Factors considered in order to determine the potential for encountering archaeological resources include location, depth, and amount of excavation proposed, as well as any existing information about known resources in the area. Development of the proposed project would include construction of a new mixed-use building with a two-level underground parking garage. According to the project sponsor, the new mixed-use building would be supported by a mat slab foundation and the maximum depth of excavation would be 23 feet. An archaeological evaluation memorandum was prepared for the proposed project.²⁰ The archeological memorandum noted that the proposed project could disturb the upper areas of the Colma formation, which represents the cultural basement from the Pleistocene era, and in some cases contains sensitive prehistoric deposits. Because the project site may be a location for both below-ground historic and prehistoric archeological features and deposit, disturbance of these resources would be a potential adverse effect to archeological resources if not mitigated.

²⁰ Preliminary Archeological Evaluation by Randall Dean/Don Lewis, San Francisco Planning Department, for 5400 Geary Street, April 7, 2010. This document is available for public review at the Planning Department 1650 Mission Street, Suite 400, San Francisco, CA, as part of Case File No. 2004.0482E.

Therefore, in order to reduce the impact to any CEQA-significant archeological resources resulting from soils disturbance from the proposed project, Mitigation Measure M-CP-2, p. 50, would reduce any potentially significant disturbance, damage, or loss of archaeological resources to a less than significant level.

Mitigation Measure M-CP-2: Archeological Resources

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

Archeological monitoring program (AMP). The archeological monitoring program shall minimally include the following provisions:

- The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the AMP reasonably prior to any project-related soils disturbing activities commencing. The ERO in consultation with the project archeologist shall determine what project activities shall be archeologically monitored. In most cases, any soils disturbing activities, such as demolition, foundation removal, excavation, grading, utilities installation, foundation work, driving of piles (foundation, shoring, etc.), site remediation, etc., shall require archeological monitoring because of the potential risk these activities pose to archaeological resources and to their depositional context;
- The archeological consultant shall advise all project contractors to be on the alert for evidence of the presence of the expected resource(s), of how to identify the evidence of the expected resource(s), and of the appropriate protocol in the event of apparent discovery of an archeological resource;
- The archaeological monitor(s) shall be present on the project site according to a schedule agreed upon by the archeological consultant and the ERO until the ERO has, in

consultation with the archeological consultant, determined that project construction activities could have no effects on significant archeological deposits;

- The archeological monitor shall record and be authorized to collect soil samples and artifactual/ecofactual material as warranted for analysis;
- If an intact archeological deposit is encountered, all soils disturbing activities in the vicinity of the deposit shall cease. The archeological monitor shall be empowered to temporarily redirect demolition/excavation/pile driving/construction crews and heavy equipment until the deposit is evaluated. If in the case of pile driving activity (foundation, shoring, etc.), the archeological monitor has cause to believe that the pile driving activity may affect an archeological resource, the pile driving activity shall be terminated until an appropriate evaluation of the resource has been made in consultation with the ERO. The archeological consultant shall immediately notify the ERO of the encountered archeological deposit. The archeological consultant shall, after making a reasonable effort to assess the identity, integrity, and significance of the encountered archeological deposit, present the findings of this assessment to the ERO.

If the ERO in consultation with the archeological consultant determines that a significant archeological resource is present and that the resource could be adversely affected by the proposed project, at the discretion of the project sponsor either:

- A) The proposed project shall be re-designed so as to avoid any adverse effect on the significant archeological resource; or
- B) An archeological data recovery program shall be implemented, unless the ERO determines that the archeological resource is of greater interpretive than research significance and that interpretive use of the resource is feasible.

If an archeological data recovery program is required by the ERO, the archeological data recovery program shall be conducted in accord with an archeological data recovery plan (ADRP). The project archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the ADRP. The archeological consultant shall prepare a draft ADRP that shall be submitted to the ERO for review and approval. The ADRP shall identify how the proposed data recovery program will preserve the significant information the archeological resource is expected to contain. That is, the ADRP will identify what scientific/historical research questions are applicable to the expected resource, what data classes the resource is expected to possess, and how the expected data classes would address the applicable research questions. Data recovery, in general, should be limited to the portions of the historical property that could be adversely affected by the proposed project. Destructive data recovery methods shall not be applied to portions of the archeological resources if nondestructive methods are practical.

The scope of the ADRP shall include the following elements:

- *Field Methods and Procedures.* Descriptions of proposed field strategies, procedures, and operations.
- *Cataloguing and Laboratory Analysis.* Description of selected cataloguing system and artifact analysis procedures.
- *Discard and Deaccession Policy.* Description of and rationale for field and post-field discard and deaccession policies.
- *Interpretive Program.* Consideration of an on-site/off-site public interpretive program during the course of the archeological data recovery program.
- *Security Measures.* Recommended security measures to protect the archeological resource from vandalism, looting, and non-intentionally damaging activities.
- *Final Report.* Description of proposed report format and distribution of results.
- *Curation.* Description of the procedures and recommendations for the curation of any recovered data having potential research value, identification of appropriate curation facilities, and a summary of the accession policies of the curation facilities.

Human Remains, Associated or Unassociated Funerary Objects. The treatment of human remains and of associated or unassociated funerary objects discovered during any soils disturbing activity shall comply with applicable State and Federal Laws, including immediate notification of the Coroner of the City and County of San Francisco and in the event of the Coroner's determination that the human remains are Native American remains, notification of the California State Native American Heritage Commission (NAHC) who shall appoint a Most Likely Descendant (MLD) (Pub. Res. Code Sec. 5097.98). The archeological consultant, project sponsor, and MLD shall make all reasonable efforts to develop an agreement for the treatment of, with appropriate dignity, human remains and associated or unassociated funerary objects (CEQA Guidelines. Sec. 15064.5(d)). The agreement should take into consideration the appropriate excavation, removal, recordation, analysis, curation, possession, and final disposition of the human remains and associated or unassociated funerary objects.

Final Archeological Resources Report. The archeological consultant shall submit a Draft Final Archeological Resources Report (FARR) to the ERO that evaluates the historical significance of any discovered archeological resource and describes the archeological and historical research methods employed in the archeological testing/monitoring/data recovery program(s) undertaken. Information that may put at risk any archeological resource shall be provided in a separate removable insert within the draft final report.

Copies of the Draft FARR shall be sent to the ERO for review and approval. Once approved by the ERO copies of the FARR shall be distributed as follows: California Archaeological Site Survey Northwest Information Center (NWIC) shall receive one (1) copy and the ERO shall receive a copy of the transmittal of the FARR to the NWIC. The Major Environmental Analysis division of the Planning Department shall receive three copies of the FARR along with copies of any formal site recordation forms (CA DPR 523 series) and/or documentation for nomination to the National Register of Historic Places/California Register of Historical Resources. In instances of high public interest or interpretive value, the ERO may require a different final report content, format, and distribution than that presented above.

Impact CP-3: The proposed project would result in a less-than-significant impact to unique geologic features. (Less than Significant)

No unique geologic features exist on the project site, thus there would be no impact to such features as a result of the proposed project.

Impact CP-4: The proposed project would result in a less-than-significant impact to human remains. (Less than Significant)

Impacts on Native American burials are considered under Public Resources Code (PRC) Section 15064.5(d)(1). When an Initial Study identifies the existence of, or the probable likelihood of, Native American human remains within the project, the lead agency is required to work with the appropriate tribal entity, as identified by the California Native American Heritage Commission (NAHC). The CEQA lead agency may develop an agreement with the appropriate tribal entity for testing or disposing of, with appropriate dignity, the human remains and any items associated with Native American burials. By implementing such an agreement, the project becomes exempt from the general prohibition on disinterment, disturbing, or removing human remains from any location other than the dedicated cemetery (Health and Safety Code Section 7050.5) and the requirements of CEQA pertaining to Native American human remains. The project's treatment of human remains and of associated or unassociated funerary objects discovered during any soils-disturbing activity would comply with applicable state laws, including immediate notification of the City and County of San Francisco (CCSF) Coroner. If the Coroner were to determine that the remains are Native American, the NAHC would be notified and would appoint a Most Likely Descendant (PRC Section 5097.98). The archeological sensitivity analysis, discussed above did not identify the project site as a site of potential Native

American burials. As such the project is not anticipated to disturb any human remains, including Native American burials, and the project would have no impact on human remains.

Impact CP-5: The proposed project, in combination with past, present, and reasonably foreseeable future projects in the vicinity, would result in less-than-significant cumulative impacts to cultural resources. (Less than Significant)

As described above, the proposed project would have no impact on paleontological resources, unique geologic features, or human remains; therefore, no cumulative impact on these resources would occur. Development of a duplex on Lot 7 would not contribute to cumulative effects. However, without mitigation, there would be cumulative impacts associated with archeological and historic architectural resources, as described below.

As described above, Mitigation Measure M-CP-2 would reduce the proposed project's potential impact to archaeological resources. As such, the proposed project would not contribute to any cumulative impact to archaeological resources. Mitigation Measure M-CP-2, below, has been incorporated to address potential effects on archeological resources related to construction of the proposed project. Implementation of this mitigation measure would reduce this potential effect to a less than significant level.

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
5. TRANSPORTATION AND CIRCULATION—Would the project:					
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, or mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels, obstructions to flight, or a change in location, that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Under the direction of the Planning Department, the *5400 Geary Boulevard Transportation Study (Transportation Study)* was prepared by LCW Consulting in April 2007 to evaluate the transportation impacts of the proposed project.²¹ Since then, the building program of the proposed project has been modified. However, as explained under Impacts, the trip generation with the revised building program would be lower than that analyzed in the April 2007 *Transportation Study*. As such, the *Transportation Study* provides a conservative analysis of the proposed project's transportation impacts. In addition, minor modifications have been made to the interior of the Alexandria Theatre building, to the proposed configuration of the theatre, and to add the elevator, which would slightly change the floor areas of the retail, restaurant, and theatre components. Nonetheless, this reconfiguration of floor areas would be less than those analyzed in the April 2007 Transportation Study. The analysis and conclusions from the *Transportation Study* are thus still appropriate²² for the proposed project and are summarized below. The *Transportation Study* analyzed three scenarios: Existing, Existing Plus Project, and Cumulative conditions.

Setting

Existing Street Network. The project site fronts Geary Boulevard and 18th Avenue. The existing Alexandria Theatre is on the corner of Geary Boulevard and 18th Avenue. The existing parking lot, the site of the proposed mixed-use building, is on 18th Avenue adjacent to the Alexandria Theatre.

Geary Boulevard is an east-west direction major thoroughfare, linking downtown with the Richmond District. Within the vicinity of the proposed project, Geary Boulevard has two travel lanes and on-street metered parking along both curbs. A No Parking Anytime regulation is in

²¹ LCW Consulting, *5400 Geary Boulevard Transportation Study, Case No. 2004.0482E, April 2007*. A copy of this report is available for public review at the Planning Department, 1660 Mission Street, Suite 500, as part of the file Case No. 2004.0852E.

²² Greg Riessen, San Francisco Planning, Major Environmental Analysis Division, email correspondence to Chelsea Fordham, San Francisco Planning, Major Environmental Analysis Division, February 11, 2011.

effect between 6:00 a.m. and 9:00 a.m. and between 4:00 p.m. and 7:00 p.m. The *San Francisco General Plan* identifies Geary Boulevard as a Major Arterial in the CMP Network, an MTS Street, a Transit Preferential Street (transit-important), and a Neighborhood Pedestrian (neighborhood commercial) Street.

18th Avenue is a north-south roadway that extends north of Golden Gate Park between Fulton Street and Lake Street. It has one travel lane in each direction, and sidewalks and on-street parking on both sides of the street.

Other major streets in the project vicinity include Clement Street, on the north side of the project block; Anza Street, one block south of Geary Boulevard; 19th Avenue, on the west side of the project block; and Park Presidio Boulevard, five blocks east of the project site (see Figure 1, Project Location, p. 2).

Clement Street is an east-west direction roadway that extends from Arguello Boulevard to the east and ends at 45th Avenue. Clement Street is a two-way roadway with one lane in each direction, and sidewalks and on-street parking on both sides of the street. The *San Francisco General Plan* identifies Clement Street as a Transit Preferential Street, between Park Presidio Boulevard and Arguello Boulevard, and as a Neighborhood Pedestrian (neighborhood commercial) Street between Park Presidio and Arguello Boulevard.

Anza Street is an east-west arterial that extends from Masonic Avenue to the east and ends at 48th Avenue to the west. Anza Street is discontinuous between 32nd and 30th Avenues. It has one travel lane in each direction, and sidewalks and on-street parking on both sides of the street.

19th Avenue is a north-south roadway that extends north of Golden Gate Park between Fulton Street and Lake Street. It has one travel lane in each direction, and sidewalks and on-street parking on both sides of the street.

Park Presidio Boulevard is part of State Route (SR) 1 and is a north-south arterial that extends north from Golden Gate Park to The Presidio. South of the Park via Crossover Drive, Park Presidio Boulevard connects with and continues as 19th Avenue (SR 1). Park Presidio Boulevard has three travel lanes in each direction, and left-turns are prohibited to the cross-streets. On-street parking and sidewalks are not provided on either side of the street. The *San Francisco General Plan* identifies Park Presidio Boulevard as a Major Arterial in the CMP Network and an MTS Street.

Impact TR-1: The proposed project would result in a less-than-significant impact with regard to any conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit. (Less than Significant)

The intensification of the project site would include the adaptive reuse of the Alexandria Theatre and construction of a new mixed-use building on the adjacent surface parking lot. The adaptive reuse of the Alexandria would include a ~~250~~221-seat theater and associated space, ~~7,180~~ 7,480 gsf of retail space, and ~~7,500~~ 7,200 gsf of restaurant space. The proposed mixed-use building would total 52,337-gross-square-feet and would contain two underground levels of parking with ~~136~~ 137 parking spaces, 5,650 gsf of ground-floor retail, and 46 residential units. The proposed project would result in less-than-significant transportation impacts.

Impacts TR-2: The proposed project would result in a less-than-significant impact with regard to any conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures, established by the county congestion management agency for designated roads or highways. (Less than Significant)

The intensification of the project site would include the adaptive reuse of the Alexandria Theatre and construction of a new mixed-use building on the adjacent surface parking lot. The adaptive reuse of the Alexandria would include a ~~250~~221seat theater and associated space, ~~7,180~~ 7,480 gsf of retail space, and ~~7,500~~ 7,200 gsf of restaurant space. The proposed mixed-use building would total 52,337-gross-square-feet and would contain two underground levels of parking with ~~136~~ 137 parking spaces, 5,650 gsf of ground-floor retail, and 46 residential units. The proposed project would result in less-than-significant transportation impacts with regard to any conflict with an applicable congestion management plan.

Impact TR-3: The proposed project would not result in substantially increased hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses. (No Impact)

The proposed project does not include any design features that would substantially increase traffic hazards (e.g., creating a new sharp curve or dangerous intersections), and would not include any incompatible uses, as discussed above in Topic 1, Land Use and Land Use Planning; therefore, there would be no impacts associated with traffic hazards for the proposed

project. The proposed project would include closing an existing curb cut and creating a new curb cut, both along 18th Avenue. This curb cut would be utilized to access the off-street parking garage for the project. A new curb cut accessing the project's proposed garage would be the project's only transportation-related design feature, and would not be out of character or present a substantial increased hazard.

Impact TR-4: The proposed project would result in a less-than-significant impact with regard to inadequate emergency access. (Less than Significant)

The proposed project would not result in a significant impact with regard to emergency access, as the project site is accessible from major streets, including Geary Boulevard and 18th Avenue. The proposed project would not interfere with existing traffic circulation or cause major traffic hazards, nor have a significant effect on traffic-related hazards or emergency access provisions. Proposed buildings are required to meet the standards contained in the Building and Fire Codes, and the San Francisco Building and Fire Departments would review the final building plans to ensure sufficient access and safety. The proposed project would therefore not impact emergency access conditions in the vicinity of the project site.

Impact TR-5: The proposed project would result in a less-than-significant impact with regard to any conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities, or cause a substantial increase in transit demand which cannot be accommodated by existing or proposed transit capacity or alternative travel modes. (Less than Significant)

Existing Conditions

Intersections. Existing intersection operating conditions were evaluated for the weekday PM peak hour (generally between 5:00 p.m. and 6:00 p.m.) of the PM peak period (4:00 p.m. to 6:00 p.m.). Intersection turning movement volumes at the eight study intersections were counted in March 2005 (Tuesday, March 15th and Wednesday, March 16th). Of the eight study intersections, only the four study intersections along Geary Boulevard are signalized.

The operating characteristics of both signalized and unsignalized intersections are described by the concept of Level of Service (LOS). LOS is a qualitative description of an intersection's performance based on the average delay per vehicle. Intersection levels of service range from LOS A, which indicates free flow or excellent conditions with short delays, to LOS F, which indicates congested or overloaded conditions with extremely long delays. In San Francisco, LOS A through D are considered excellent to satisfactory service levels, and LOS E and LOS F

are considered unsatisfactory service levels. Unsignalized intersections are considered to operate at unsatisfactory conditions if one approach operates at LOS E or LOS F, and Caltrans signal warrants are met.

During the weekday PM peak hour, all of the study intersections currently operate with acceptable conditions (LOS D or better), with the exception of the Geary Boulevard/Park Presidio intersection, which operates at LOS E conditions.

Transit. The project site is well-served by public transit. Local service is provided by the San Francisco Municipal Railway (MUNI). Service to and from the East Bay and the Peninsula is provided by BART along Market Street and AC Transit buses from the Transbay Terminal. Service to and from the North Bay is provided by Golden Gate Transit at the Transbay Terminal and along Van Ness Avenue, and ferry service from the Ferry Building. Service to and from the Peninsula and South Bay is provided by Caltrain at its terminal located at Fourth and Townsend Streets, and by the San Mateo County Transit District (SamTrans) at the Transbay Terminal.

The Montgomery Street BART station is located four miles southeast of the project site (accessed via the 38-Geary MUNI line), the Embarcadero BART station is located 4.5 miles east of the site (accessed via the 1-California MUNI line), the Caltrain terminal is located approximately five miles southeast of the project site (accessed via the 38-Geary MUNI line and transfer to the 30-Stockton MUNI line), and the Transbay Terminal is located approximately 4.5 miles east of the project site (accessed via the 1-California or the 38-Geary MUNI lines).

In 2007, the San Francisco County Transportation Authority approved the *Geary Corridor Bus Rapid Transit Study*. The study was initiated in late 2004 and has identified and assessed five alternatives for bus improvements along Geary Boulevard, including dedicated bus lanes, distinctive boarding stations, real-time bus arrival information, and urban design treatments. The study completed preliminary design and assessment of the five alternatives for segments of Geary Boulevard. Implementation of Bus Rapid Transit (BRT) may result in the reconfiguration of the travel lanes and curb parking on Geary Boulevard, and the extent of the changes would depend on the service option selected for implementation (e.g., curbside and center BRT with one median would remove some on-street parking spaces, while center BRT with two medians would result in an increase in on-street parking spaces). With approval of the *Geary Corridor Bus Rapid Transit Study*, environmental review of BRT on Geary Boulevard is being conducted.

Once the project scope is refined through the environmental review, the engineering and construction phases can proceed, with the goal of opening service in 2015.²³

Parking. The existing parking conditions were examined within a study area generally bounded by 16th Avenue, Balboa Street, 20th Avenue, and California Street. LCW Consulting assessed parking conditions for the weekday midday period (1:00 p.m. to 3:00 p.m.) and the weekday evening period (6:30 p.m. to 8:00 p.m.).

There are approximately 1,440 on-street parking spaces within the study area. In general, the on-street parking within the immediate vicinity of the project site is comprised of one-hour metered spaces (from 9:00 a.m. to 6:00 p.m., Monday through Saturday). In addition, there are several yellow loading zones located near businesses. Further from the project site, on-street parking is unrestricted, except for street cleaning regulations. On Geary Boulevard adjacent to the project site, there is one handicapped-accessible parking space and three metered parking spaces. On 18th Avenue adjacent to the project site there are 11 metered parking spaces and six unrestricted spaces. Overall, during the weekday midday, the on-street parking spaces within the study area are about 74 percent occupied, and during the weekday evening, about 89 percent occupied.

During the weekday midday period, parking occupancy is higher on Geary Boulevard and Anza Street than on nearby side streets, due primarily to activity associated with the retail uses on both streets. Highest parking occupancy is along Geary Boulevard, at about 98 percent. Since there is one-hour metered parking along Geary Boulevard, parking turnover is greater than along the side streets, where parking is generally unrestricted. Parking occupancy on the side streets during the midday period is lower, ranging between 64 and 76 percent. During the weekday evening period, parking occupancy on both Geary Boulevard and nearby side streets is generally close to full (89 percent overall parking occupancy).

The existing surface parking lot on the project site formerly served the Alexandria Theatre and currently accommodates about 50 parking spaces. The lot is a self-pay public parking facility that is not staffed. During weekday and weekend midday surveys, about 15 to 25 of the 50 parking spaces were occupied by various vehicles, including five of the Richmond YMCA's shuttle vans. The shuttle vans were observed parked overnight. The Richmond YMCA is located on 18th Avenue across the street from the project site.

²³ San Francisco County Transportation Authority, <http://www.sfcta.org/content/view/37/70/>, accessed September 16, 2010.

As indicated above, the parking lot is available for paid public parking and the YMCA directs customers to the lot. It should be noted that the previous owners of the project site permitted YMCA employees to park without paying a fee. The parking lot is also used during services at nearby churches.

Loading. There are no loading spaces at the project site.

Pedestrians. A qualitative evaluation of existing conditions was conducted during field visits to the project site on weekday and weekends. Adjacent to the project site, the sidewalks are 13 feet wide on Geary Boulevard and 15 feet wide on 18th Avenue, and crosswalks and pedestrian countdown signals are provided at the signalized intersections on Geary Boulevard adjacent to the project block. In the vicinity of the proposed project, pedestrian volumes throughout the day are low to moderate, averaging less than 300 pedestrians per hour. Overall, the sidewalks and crosswalks were observed to be operating under satisfactory conditions, with pedestrians moving at normal walking speeds and with freedom to bypass other pedestrians.

Bicycles. There are four bicycle routes in the vicinity of the proposed project, including Bicycle Route #10 on Lake Street, Bicycle Route #20 on Cabrillo Street, Bicycle Route #75 on 23rd Avenue, and Bicycle Route #69 on 15th Avenue. Routes #20, #69 and #75 are Class III facilities (bikes and cars share the same travel lanes). In the vicinity of the project site, Bicycle Route #10 runs as a Class II facility (dedicated bicycle lane). During field surveys very few bicyclists were observed in the vicinity of the proposed project. No substantial safety or right-of-way issues were observed. As part of the 2009 San Francisco Bicycle Plan, undefined minor improvements to Route #69 have been proposed, in addition to an undefined long-term bicycle improvement project on Geary Boulevard between 25th Avenue and Divisadero Street, which currently is not part of the Bicycle Route Network.

Impacts

The April 2007 *Transportation Study* assumed that the adaptively reused Alexandria Theater building would include an approximately 250-seat theater, 9,862 gsf of retail space, and 8,294 gsf of restaurant space. The *Transportation Study* also assumed that the new mixed-use building would include 39 two-bedroom residential units, and 15,120 gsf of retail space. As indicated in "A. Project Description," the proposed project would now include, in the Alexandria Theater building, an approximately ~~250~~221 seat theater, ~~6,000~~6,300 gsf of retail space, and ~~7,500~~7,200 gsf of restaurant space. The mixed-use building would now include 46 residential units, 5,650 gsf of retail space, and 900 gsf of food service uses (considered in this analysis to be restaurant space). Comparatively, the total retail component has been reduced from 24,982 gsf to 12,830

13,130 gsf; the restaurant component has been ~~increased~~ reduced from 8,294 gsf to ~~8,400~~ 8,100 gsf; the residential component has been increased from 39 to 46 units, and the theater component ~~remains the same~~ has been reduced from 250 seats to 221 seats.

As a result of the above changes to the building program and the overall decrease in retail by ~~12,152-11,852~~ gsf, the trip generation for the proposed project would decrease from 6,081 daily trips to ~~4,348-4,300~~ daily trips, as explained under Trip Generation, below. Given the decrease in trip generation, the *Transportation Study* provides a conservative analysis of the proposed project's transportation impacts. The impact analysis and conclusions from the *Transportation Study* are thus still appropriate for the proposed project and are summarized below.

Trip Generation. Trip generation rates were developed using the Planning Department's *Transportation Impact Analysis Guidelines for Environmental Review*, October 2002 (*SF Guidelines*), and from information provided by the Planning Department and the project sponsor. The guidelines are published by the City and County of San Francisco, and provide person trip generation rates, mode split, and vehicle occupancy information for each land use. The person-trip generation for the proposed residential and retail uses includes trips made by residents, employees, and visitors to the proposed project. Person-trip generation is based on daily and weekday PM peak hour trip generation rates (number of trips per unit, number of trips per 1,000 gsf of use, and number of trips per theater seat) provided in the *SF Guidelines*.

The trip generation per the April 2007 *Transportation Study* is shown in Table 2, Person – Trip Generation (per 2007 *Transportation Study*), p. 66. As shown in Table 2, the proposed project would generate about 6,081 person-trips (inbound and outbound) on a weekday daily basis, and 693 person-trips during the weekday PM peak hour.

**TABLE 2
PERSON – TRIP GENERATION (PER 2007 TRANSPORTATION STUDY)**

Land Use	Size	Person Trip Generation Rates		Person-Trips	
		Daily Trip Rate	PM Peak Hour as % of Daily	Daily	PM Peak Hour
Residential	39 units	10.0 per unit	17.3%	390	67
Retail	24,982 gsf	150 per 1,000 gsf	9.0%	3,747	337
Restaurant	8,294 gsf	200 per 1,000 gsf	13.5%	1,659	224
Theater	252 seats	1.13 trips per seat	23.0%	285	65
Total				6,081	693

Source: *SF Guidelines*, LCW Consulting, March 2007.

The trip generation from the current building program is shown in Table 3, below. As shown, the current building program would generate about ~~4,348~~ 4,300 person-trips (inbound and outbound) on a weekday daily basis, and ~~545~~ 533 person-trips during the weekday PM peak hour. Comparatively, the 6,081 daily person trips in the 2007 *Transportation Study* is greater than the ~~4,348~~ 4,300 daily person trips under the current site plan by about ~~28~~ 29 percent. The 693 PM peak hour trips in the *Transportation Study* is greater than the ~~545~~ 533 PM peak hour trips person trips under the current site plan by about ~~21~~ 22 percent. As such, the subsequent discussions are based on the 2007 *Transportation Study*, which provides a conservative analysis of the proposed project's transportation impacts.

**TABLE 3
PERSON – TRIP GENERATION (PER CURRENT PLANS)**

Land Use	Size	Person Trip Generation Rates ^a		Person-Trips	
		Daily Trip Rate	PM Peak Hour as % of Daily	Daily	PM Peak Hour
Residential	46 units	10.0 per unit	17.3%	460	80
Retail	42,830 <u>13,130</u> gsf	150 per 1,000 gsf	9.0%	4,925 <u>1,970</u>	473 <u>177</u>
Restaurant	8,400 <u>8,100</u> gsf	200 per 1,000 gsf	13.5%	4,680 <u>1,620</u>	227 <u>219</u>
Theater	250 <u>221</u> seats	1.13 trips per seat	23.0%	283 <u>250</u>	65 <u>57</u>
Total				4,348 <u>4,300</u>	545 <u>533</u>

Source: SF Guidelines; PBS&J, 2010.

Note:

a. The total trip generation is conservative since the plans have been revised to reflect a less intensive building program.

The reduction in trip generation due to the changes to the land use mix with the proposed project would translate into fewer vehicle trips to/from the project site than the 2007 transportation study analyzed. In addition, as indicated under the Mode Splits discussion below, during the weekday PM peak hour, the proposed project would result in approximately 34 net-new vehicle trips to the site, as compared to the 65 net-new vehicle trips reported in the 2007 *Transportation Study*. Overall, the impact of the vehicle trips generated by the proposed project on the local transportation network would be lower than what was reported in the 2007 *Transportation Study*. As with the original *Transportation Study*, there would be no significant and unavoidable traffic impacts at nearby intersections. A credit for the recently discontinued theater use was applied to the PM peak hour trip generation calculations. Taking into account this credit, the proposed project would generate 34 net-new vehicle trips (20 inbound and 14 outbound vehicle-trips) during the weekday PM peak hour.

Mode Splits. The project-generated person-trips in the *Transportation Study* were assigned to travel modes in order to determine the number of auto, transit and “other” trips (walk, bicycle, motorcycle, taxi, and additional modes). Mode split information for the residential uses was based on the 2000 U.S. Census journey to work data for census tract 426, in which the project site is located. Mode split information for the retail, restaurant, and theater uses was based on information contained in the *SF Guidelines*. An average vehicle occupancy rate, as obtained from the U.S. Census (for the residential uses) and from the *SF Guidelines* (for the retail, restaurant, and theater uses) was applied to the number of auto person-trips to determine the number of vehicle-trips generated by the project.

The trips generated by the existing ground-floor retail uses in the Alexandria Theatre are included in the Existing conditions.²⁴ Typically, when a project site is occupied by existing land uses, the number of trips generated by the uses is subtracted or credited from the trips generated by the proposed uses in order to determine the number of net-new trips. However, since the number of trips generated by these retail uses during the PM peak hour is limited, as a conservative analysis, the vehicle-trips associated with the existing uses were not subtracted neither from the project travel demand estimates, nor from the existing traffic volumes at the study intersections. (The 2007 *Transportation Study*, p. 17, notes that the number of trips generated by the existing retail uses is limited, and, as a conservative analysis, those trips were not subtracted from the total project trips.)

However, a credit to the PM peak-hour travel demand calculations was taken for the discontinued theater land uses. The closed theater contained 1,133 seats in three auditoriums and the project would contain one screening room with ~~250~~ 221 seats. The credit for the discontinued use was based on trip rates derived from traffic counts conducted at a similar theater during the PM peak hour.²⁵

Also, an internal linked trip factor of five percent was applied to the PM peak hour trip generation calculations for the retail, restaurant, and theater uses to take into account that some individuals would visit two or more of the proposed land uses (e.g., restaurant and theater, or restaurant and retail) without leaving the site. In other words, trips for the commercial uses were reduced five percent from the total trips for individual uses.

²⁴ The total ~~42,830~~ 13,130 gsf of retail space with the project includes the existing 1,180 gsf of retail space that would be retained. See Table 1, p. 7.

²⁵ The 2007 *Transportation Study*, Appendix F describes that the discontinued theater uses generated about 623 PM peak-hour person-trips, or 169 vehicle trips, and that those trips were subtracted from the total project trips to provide net trips.

As reported in the *Transportation Study*, the proposed project would generate 38 net-new person trips in the weekday PM peak hour, and 65 net-new vehicle trips in the weekday PM peak hour.²⁶ Of these 65 PM peak hour vehicle trips, 38 (59 percent) would be in-bound to the site and 27 (27 percent) would be outbound. (Comparatively, applying similar credits to the current site plan, the current plan would generate 783 net-new daily vehicle trips and 17 net-new vehicle trips in the weekday PM peak hour.)

Intersections. According to the significance criteria used by the Planning Department, the operational impact on signalized intersections is considered significant if project-related traffic causes the intersection level of service to deteriorate from LOS D or better to LOS E or LOS F, or from LOS E to LOS F. The operational impacts on unsignalized intersections are considered potentially significant if project-related traffic causes the level of service at the worst approach to deteriorate from LOS D or better to LOS E or LOS F, and Caltrans signal warrants would be met; or would cause Caltrans signal warrants to be met when the worst approach is already operating at LOS E or LOS F.

A proposed project may result in significant adverse impacts at intersections that operate at LOS E or LOS F under existing conditions depending upon the magnitude of the proposed project's contribution to the worsening of the average delay per vehicle. In addition, a proposed project would have a significant adverse impact if it would cause major traffic hazards or contribute considerably to cumulative traffic increases that would cause deterioration in levels of service to unacceptable levels.

The 2007 *Transportation Study* evaluated the effects of the weekday PM peak-hour vehicle trips at eight intersections in the project vicinity: Geary Boulevard/Park Presidio; Clement Street/18th Avenue; Geary Boulevard/18th Avenue; Anza Street/18th Avenue; Clement Street/19th Avenue; Geary Boulevard/19th Avenue; Anza Street/19th Avenue; and Geary Boulevard/25th Avenue. During the PM peak hour all of these intersections currently operate at LOS C or better (acceptable conditions), with the exception of the Geary Boulevard/Park Presidio intersection which operates at LOS E conditions.

Under the Existing-Plus-Project conditions, all eight study intersections would operate at the same LOS as with existing conditions with relatively small changes to the delays at any of the intersections (see Table 4, Intersection Level of Service Analysis, below). The intersection of

²⁶ LCW Consulting, *5400 Geary Boulevard Transportation Study, Case No. 2004.0482E, April 2007*. A copy of this report is available for public review at the Planning Department, 1660 Mission Street, Suite 500, as part of the file Case No. 2004.0852E.

Geary Boulevard/Park Presidio would continue to operate at LOS E (unacceptable conditions) with an average delay of 74.2 seconds. The proposed project would contribute 15 vehicles during the weekday PM peak hour to the westbound movement, which would represent 1.4 percent of the total westbound approach volumes.

**TABLE 4
INTERSECTION LEVEL OF SERVICE ANALYSIS**

Intersection	Existing		Existing-plus-Project		Cumulative	
	LOS	Avg. Delay (Sec./Veh)	LOS	Avg. Delay (Sec./Veh)	LOS	Avg. Delay (Sec./Veh)
Geary Blvd/Park Presidio	E	73.0	E	74.2	F	>80
Geary Blvd/18 th Ave	B	16.8	B	17.5	C	20.9
Geary Blvd/19 th Ave	B	17.3	B	17.4	C	25.5
Geary Blvd/25 th Ave	C	24.3	C	24.3	D	42.3
Clement St/18 th Ave*	B	11.3	B	11.6	B	13.4
Clement St/19 th Ave*	B	10.7	B	10.8	B	12.1
Anza St/18 th Ave*	A	9.2	A	9.3	A	9.9
Anza St/19 th Ave*	A	9.6	A	9.6	B	10.5

Source: LCW Consulting, 2007.

Note:

* Worst minor street movement LOS and delay are reported for two-way stop controlled (unsignalized) intersections.

The proposed project's traffic contribution to the intersection of Geary Boulevard/Park Presidio would not be considered significant based on an examination of the traffic volumes for the traffic movements which determine LOS performance at this intersection. The proposed project would generally add traffic to movements which would continue to operate satisfactorily. Where the proposed project would add a few vehicles to movements which operate poorly under the existing conditions, the proposed project's contributions to these movements would be small and would not materially affect overall LOS performance. Thus, proposed project traffic would not result in a considerable contribution to traffic conditions, and would not result in a significant impact on intersection level of service.

Transit Impacts. A proposed project would have a significant effect on transit if it would cause a substantial increase in transit demand that could not be accommodated by adjacent transit capacity, resulting in unacceptable levels of transit service; or cause a substantial increase in delays or operating costs such that significant adverse impacts in transit service levels could result.

The 2007 *Transportation Study* analyzed public transit demand that would be generated by the proposed project. Transit trips to and from the project site would utilize the nearby MUNI lines and transfer to other MUNI bus and light rail lines, or to regional transit providers including Caltrain, SamTrans, AC Transit, Golden Gate Transit, and BART. Due to the credit for the trip generation from the discontinued theater, the proposed project would result in a net reduction in transit trips to the site. The existing 1,113-seat theater generated more peak-hour transit trips than would the proposed project. The retail, restaurant, theater, and residential uses would generate an estimated reduction of 61 total in-bound and outbound transit trips during the PM peak hour compared to conditions when the theater was in full operation.²⁷ Because the proposed project would result in a net reduction in transit trips, transit impacts would be less than significant.

Since the proposed project's vehicular access would be on 18th Avenue where there are no bus lines or bus stops, it is not anticipated that vehicle trips to or from the project site would conflict with MUNI bus operations. Vehicles turning onto 18th Avenue would not conflict with the 38 Geary bus stops at 17th and 20th Avenues. As indicated above, the San Francisco County Transportation Authority is currently studying options for bus rapid transit on Geary Boulevard. The proposed project would not conflict with or preclude implementation of BRT in the project vicinity; however, implementation of BRT could potentially result in the elimination or reduction of the diagonal curb parking on Geary Boulevard. This impact would not be a result of the proposed project.

Pedestrians. A proposed project would have a significant effect on the pedestrian environment if it would result in substantial overcrowding on public sidewalks, create potentially hazardous conditions for pedestrians, or otherwise interfere with pedestrian accessibility to the site and adjoining areas.

Pedestrian trips would include walk trips to and from the residential, restaurant, theater, and retail uses, plus walk trips to and from the MUNI bus stops on Geary Boulevard. The proposed project would generate 172 pedestrian trips during the PM peak hour. With an existing credit of 133 trips and nine linked trips, the proposed project would have resulted in a net increase of approximately 30 trips (pedestrian trips could include bicycle, motorcycle, and taxi trips) during the PM peak hour.

²⁷ The 2007 *Transportation Study*, Appendix F describes that the discontinued theater uses generated about 149 PM peak-hour transit trips, and that those trips were subtracted from the total project transit trips to provide net trips. In this case, there would be a net reduction in transit trips compared to conditions when the theater was in full operation.

These new pedestrian trips could be accommodated on the existing sidewalks and crosswalks adjacent to the project site and would not substantially affect the current pedestrian conditions along Geary Boulevard or 18th Avenue. As the adjacent sidewalks are 13 to 15 feet wide and currently have moderate pedestrian activity during the weekday PM peak hour, pedestrian conditions would continue to remain acceptable.

The adjacent intersections of Geary Boulevard/18th Avenue and Geary Boulevard/19th Avenue are signalized, and pedestrian crosswalks and pedestrian countdown signals are provided. The new pedestrian trips could be accommodated within the existing crosswalks without affecting pedestrian circulation. Therefore, both the proposed project would have a less-than-significant impact on the pedestrian environment.

Bicycles. A proposed project would have a significant effect if it would create potentially hazardous conditions for bicyclists or otherwise substantially interfere with bicycle accessibility to the site and adjoining areas.

It is anticipated that a portion of the 30 "walk/bicycle/other" trips generated by the proposed project would be bicycle trips. There are four bicycle routes in the vicinity of the project site, including Bicycle Route 10 on Lake Street, Bicycle Route 20 on Cabrillo Street, Bicycle Route 75 on 23rd Avenue, and Bicycle Route 69 on 15th Avenue. Routes 20, 69, and 75 are Class III facilities; bicyclists and cars must share the same travel lanes. Route 10 is a Class II facility, providing a dedicated bicycle lane.

Although the proposed project would result in an increase in the number of vehicles in the vicinity of the project site, this increase would not be substantial enough to affect bicycle travel in the area.

The *Planning Code* requires the proposed project to include 23 bicycle spaces. The *Planning Code* would not require the provision of shower/locker facilities because the 5,650-square-foot retail component of the new mixed-use building would be less than 25,000 square feet (Section 155.3(d)). Per Section 155.3(d) of the *Planning Code*, since the proposed project would provide less than 10,000 gsf of retail in the new mixed-use building, it would not be required to provide showers or lockers.

Based on the current site plans, the proposed project would include 32 bicycle lockers to be located on basement level of the mixed use building. The proposed project would provide 32 bicycle spaces, or 9 spaces more than the code requirement. As such, the proposed project would comply with *Planning Code* bicycle requirements.

Parking. San Francisco does not consider parking supply as part of the permanent physical environment. Parking conditions are not static, as parking supply and demand varies from day to day, from day to night, from month to month, etc. Hence, the availability of parking spaces (or lack thereof) is not a permanent physical condition, but changes over time as people change their modes and patterns of travel.

Parking deficits are considered to be social effects, rather than impacts on the physical environment as defined by CEQA. Under CEQA, a project's social impacts need not be treated as significant impacts on the environment. Environmental documents should, however, address the secondary physical impacts that could be triggered by a social impact. (CEQA Guidelines § 15131(a).) The social inconvenience of parking deficits, such as having to hunt for scarce parking spaces, is not an environmental impact, but there may be secondary physical environmental impacts, such as increased traffic congestion at intersections, air quality impacts, safety impacts, or noise impacts caused by congestion. In the experience of San Francisco transportation planners, however, the absence of a ready supply of parking spaces, combined with available alternatives to auto travel (e.g., transit service, taxis, bicycles or travel by foot) and a relatively dense pattern of urban development, induces many drivers to seek and find alternative parking facilities, shift to other modes of travel, or change their overall travel habits. Any such resulting shifts to transit service in particular, would be in keeping with the City's "Transit First" policy. The City's Transit First Policy, established in the City's Charter Section 16.102 provides that "parking policies for areas well served by public transit shall be designed to encourage travel by public transportation and alternative transportation."

The 2007 *Transportation Study* accounted for potential secondary effects, such as cars circling and looking for a parking space in areas of limited parking supply, by assuming that all drivers would attempt to find parking at or near the project site and then seek parking farther away if convenient parking is unavailable. Moreover, the secondary effects of drivers searching for parking is typically offset by a reduction in vehicle-trips due to others who are aware of constrained parking conditions in a given area. Hence, any secondary environmental impacts which may result from a shortfall in parking in the vicinity of the project site would be minor, and the traffic assignments used in the 2007 *Transportation Analysis*, as well as in the associated air quality, noise and pedestrian safety analyses, reasonably addresses potential secondary effects.

As noted previously, weekday midday (1:00 p.m. to 3:00 p.m.) and evening (6:30 p.m. to 8:00 p.m.) on-street parking conditions were evaluated for a study area bounded by 16th Avenue, Balboa Street, 20th Avenue and California Street.

Based on the current plans, the proposed project would have a total of ~~136~~ 132 standard parking spaces and five handicapped-accessible parking spaces within the mixed-use building. 84 standard spaces and two handicapped-accessible spaces would be on the basement level for the commercial uses (via the use of parking lifts which allow two cars to stack in each parking stall), and ~~50~~ 48 standard spaces and three handicapped-accessible spaces would be ~~independently-accessible parking spaces provided~~ on the sub-basement level, for the residential uses. ~~Five handicapped-accessible parking spaces would be included.~~

As shown in Table 5, below, the residential component would have a long-term demand of 69 spaces. The long-term residential demand generally occurs during the evening and overnight hours, and the residential demand of 69 spaces would not be fully accommodated within the residential parking supply of ~~50~~ 48 parking spaces, resulting in a shortfall of ~~19~~ 21 spaces. This shortfall would be accommodated on-street (on-street parking spaces are not time-limited overnight) or in the first level of the parking garage. Since the evening on-street parking occupancy in the study area is 89 percent, on-street supply is available to accommodate the additional demand from the proposed project.

**TABLE 5
PROPOSED PROJECT PARKING DEMAND**

Land Use	Demand ¹	Planning Code Section 151 Minimum	Supply
Residential (Proposed)	69	46	50 <u>48</u>
Retail, restaurant, theater	68	99	86
Total (New)	137	145	136 <u>137</u>

Source *SF Guidelines; PBS&J, 2009.*

Notes:

¹ The retail, restaurant and theater parking demand includes the credit for the discontinued theater use of 74 spaces, as discussed in the 2007 Transportation Study, Appendix F.

During the weekday midday, the residential parking demand is estimated to be about 55 spaces, which is 80 percent of the overnight parking demand described in the previous paragraph. In addition, the retail, restaurant, and theater uses would generate a net-new parking demand (taking into account the credit for parking demand associated with the recently discontinued theater use) of ~~67~~ 68 spaces, for a total demand of 137 spaces. Since the proposed project would provide ~~136~~ 137 parking spaces, ~~there would be a deficit of one space during the weekday midday~~ the parking demand would be met on-site.

It should also be noted that the existing surface parking lot on the project site contains about 50 spaces and is a public parking facility. Vehicles currently using the lot would be displaced and could be accommodated on-street. During weekday midday field surveys, between 15 and 25 of the parking spaces were observed to be occupied. Vehicles parked in the existing surface lot would need to be accommodated on-street, which would result in an increase in the overall midday occupancy to 74 percent.

The driveway for the garage would eliminate one on-street parking space. However, since the existing driveway to the surface parking lot on the site would be eliminated, there would not be any net reduction in the number of on-street parking spaces on 18th Avenue.

Parking Requirements. For the proposed project, *Planning Code* Section 151 would require 46 independently-accessible parking spaces for the residential uses (one space per unit) and 26 spaces for the retail use (one for each 500 sf of occupied floor area where the occupied floor area exceeds 5,000 sf), ~~42~~ 41 spaces for the restaurant use (one for each 200 sf of occupied floor area, where the occupied floor area exceeds 5,000 sf), and ~~31~~ 28 spaces for the theater use (one for each eight seats where the number of seats exceeds 50 seats). In total, *Planning Code* Section 151 would require the proposed project to provide ~~145~~ 141 parking spaces; the proposed project would provide ~~136~~ 137 spaces. As such, there would be a *Planning Code* deficit of ~~nine~~ four spaces.

Planning Code Article 1.5, Section 155 (i) requires one of every 25 off-street parking spaces to be designed and designated for handicapped persons. Based on this requirement, the proposed project would be required to provide five handicapped spaces and the proposed project would provide five handicapped spaces. The ceiling height of 12 feet for the first and second below-grade garage levels would meet the design requirements for van-accessible parking spaces.

As noted above, San Francisco does not consider parking supply as part of the permanent physical environment. Furthermore, because the proposed project would provide an adequate amount of parking spaces, consistent with *Planning Code* requirements, this would be a less-than-significant impact. Although not required, the proposed project would implement Improvement Measure I-TR-1, p. 78, to reduce the proposed project's parking demand.

Loading. According to the significance criteria used by the Planning Department, a project would have a significant effect on the environment if it would result in a loading demand during the peak hour of loading activities that could not be accommodated within proposed on-site loading facilities or within convenient on-street loading zones, and created potentially hazardous conditions or significant delays affecting traffic, transit, bicycles or pedestrians.

The delivery/service vehicle demand is estimated based on the methodology and truck trip generation rates presented in the *SF Guidelines*. Delivery/service vehicle demand is based on the types and amount of land uses. Based on the 2007 *Transportation Study*, the proposed project would generate about 37 truck trips per day, which would result in a demand for about two loading spaces during both the average and the peak hour of loading activities. About 80 percent of the truck trips and demand for two loading spaces during the average and peak hours of loading activities would be generated by the proposed restaurant uses.

It is anticipated that most of the delivery/service vehicles that would be generated by the proposed project would consist of small trucks and vans for the new retail and restaurant uses. In addition, the residential uses would generate an occasional demand for large and small moving vans.

Loading Requirements. The San Francisco *Planning Code* does not require a loading space for the proposed project because the retail and restaurant component of the new mixed-use building would be less than 10,000 gsf.

The uses within the renovated theater would be served from existing on-street metered commercial loading spaces on Geary Boulevard or from the proposed commercial vehicle loading spaces on 18th Avenue. Deliveries to the proposed restaurant, retail, and theater uses would need to be carted from the proposed on-street loading spaces on either 18th Avenue or the existing Geary Boulevard space to the renovated theater building entrance on Geary Boulevard. As noted above, about 80 percent of the demand for two loading spaces during the average and peak hours of loading activities would be generated by the proposed restaurant uses.

Overall, the proposed project would have adequate loading space to meet demand, and therefore, would not have a significant adverse effect on loading conditions.

Residential move-in and move-out activities are anticipated to occur from the curb on 18th Avenue. Curb parking on 18th Avenue could be reserved through the local station of the San Francisco Police Department.

Waste and recycling materials would be carted to the gated waste storage area located within the rear yard of the new building. A 7.5-foot access pathway would be provided between the new building and the renovated theater building for access between the waste storage area and 18th Avenue. Waste and recycling from the renovated theater building would need to be carted along 18th Avenue to the storage area, while waste and recycling would be carted from the new

building to the rear yard via internal hallways on the ground floor. Building management would coordinate with the Golden Gate Disposal and Recycling Company regarding collection operations. Although not required, the proposed project would implement Improvement Measure I-TR-2, p. 78, to increase the proposed project's loading space supply.

Construction. According to the significance criteria used by the Planning Department, construction-related impacts generally would not be considered significant due to their temporary and limited duration.

Potential construction impacts for the project analyzed in the 2007 Transportation Study and the proposed project would be very similar. Impacts would be associated with the delivery of construction materials and equipment, removal of construction debris, and parking for construction workers. Detailed information on the construction program for the proposed project is not currently available from the project sponsor, and was estimated based on information on similar projects. It is anticipated that construction would take approximately 24 months. Detailed plans for construction activities have not yet been finalized; however, there would be four primary construction phases, which would partially overlap: Phase 1, Demolition; Phase 2, Excavation and Shoring; Phase 3, Building Construction; and Phase 4, Interior and exterior finishes.

Construction related activities would typically occur Monday through Friday (7:00 a.m. to 5:30 p.m.) and Saturday (8:00 a.m. to 2:00 p.m.). Construction staging would occur primarily on-site. It is anticipated that all or a portion of the sidewalk along the project site (on Geary Boulevard and 18th Avenue) would be closed during construction and, if necessary, a temporary pedestrian walkway would be constructed in the adjacent curb lane. It is not anticipated that the temporary pedestrian walkway would substantially affect pedestrian flows on Geary Boulevard or 18th Avenue. No regular traffic lanes are expected to be closed during construction. However, if it is determined that temporary lane closures would be needed, they would be coordinated with the City in order to minimize impacts on local traffic. In general, lane and sidewalk closures are subject to review and approval by the Department of Public Works (DPW) and the Interdepartmental Staff Committee on Traffic and Transportation (ISCOTT). Since there are no MUNI bus stops along the project site frontage, it is not anticipated that any bus stops would need to be relocated during construction.

Throughout the construction period, there would be a flow of construction-related trucks in and out of the site. Also, construction workers would be traveling to and from the project site. The impact of construction truck traffic would be a temporary decrease in the capacities of local streets due to the slower movement and larger turning radii of trucks, which may affect traffic

operations. The peak number of truck trips is anticipated to occur during the building construction phase, likely during the concrete pour. It is anticipated that a majority of the construction-related truck traffic would use Geary Boulevard for access to and from the site. However, it is anticipated that the addition of these trips would not substantially affect transportation conditions, as any impacts on local intersections or the transit network would be similar to, or less than, those associated with the proposed project.

Construction workers who drive to the site would cause a temporary parking demand and would park on-site or on-street. However, it is anticipated that the addition of the worker-related vehicle- or transit-trips would not substantially affect transportation conditions, as any impacts on local intersections or the transit network would be similar to, or less than, those associated with the proposed construction. Construction workers who drive to the site would cause a temporary parking demand, and would park on-site or on-street.

Although not required, the project sponsor would implement Improvement Measure I-TR-3, described on p. 79, to further reduce construction-related impacts.

Prior to construction, the project contractor would coordinate with MUNI's Street Operations and Special Events Office to coordinate construction activities and reduce any impacts to transit operations.

Improvement Measure I-TR-5a, I-TR-5b, and I-TR-5c, below, have been incorporated to address potential parking, loading, and construction effects related to construction of the proposed project. Implementation of these improvement measures would improve the less-than-significant impacts to parking, loading, and construction effects.

Improvement Measure I-TR-5a: Parking

As improvement measures to reduce the proposed project's parking demand and parking shortfall and to encourage use of alternative modes, the project sponsor would provide a transportation insert for the move-in packet that would provide information on transit service (MUNI and BART lines, schedules, and fares), information on where Fast Passes could be purchased, and information and an application for the Bay Area's RIDES carpooling program.

Improvement Measure I-TR-5b: Loading

The project sponsor shall request that two of the 11 metered parking spaces adjacent to the project site on 18th Avenue be converted to commercial vehicle loading/unloading spaces for a limited duration (e.g., from 8:00 a.m. to 3:00 p.m.).

This change to the existing curb parking regulation would need to be approved at a public hearing through the Department of Parking and Traffic.

Improvement Measure I-TR-5c: Construction Traffic

Any construction traffic occurring between 7:00 a.m. and 9:00 a.m. or 3:30 p.m. and 6:00 p.m. would coincide with peak hour traffic and could temporarily impede traffic and transit flow, although it would not be considered a significant impact. An improvement measure limiting truck movements to the hours between 9:00 a.m. and 3:30 p.m. (or other times if approved by the Traffic Engineering Department of Parking and Traffic (DPT)) would minimize disruption of the general traffic flow on adjacent streets during the AM and PM peak periods.

The project sponsor and construction contractor(s) shall meet with the DPT, the Fire Department, MUNI, the Planning Department, and other City agencies to determine feasible measures to reduce traffic congestion, including temporary bus stop relocation and other potential transit disruption and pedestrian circulation effects during construction of the proposed project. The temporary parking demand by construction workers shall be met on-site, on-street, or within other off-street parking facilities.

Impact TR-6: The proposed project, in combination of past, present, and reasonably foreseeable future projects, would have less-than-significant transportation cumulative impacts. (Less than Significant)

To develop 2020 cumulative traffic volumes, the 2007 *Transportation Study* assumed an annual growth rate of 1.0 percent per year (total growth rate of 16.1 percent for 15-year period between 2005 and 2020). These future traffic volumes were used to forecast the LOS conditions at the eight study intersections under 2020 cumulative conditions during the PM peak hour. As shown in Table 4, Intersection Level of Service Analysis, p. 70, all study intersections would continue to operate at LOS D or better (acceptable conditions), with the exception of the Geary Boulevard/Park Presidio intersection, which would operate at LOS F with an average delay of more than 80 seconds.

Based on the 2007 *Transportation Study*, the proposed project would contribute minimally to the total 2020 cumulative traffic volumes at the study intersections, between 0.4 and 3.3 percent, based on the net traffic generation for the project, discussed on p. 66. The proposed project's contribution to the growth in traffic volumes between existing and 2020 cumulative conditions would be between 2.5 and 22.6 percent. The proposed project's traffic would not represent a considerable contribution to the adverse cumulative conditions, and the proposed project

would not have a significant traffic impact at the intersection of Geary Boulevard/Park Presidio. No mitigation would be required.

As mentioned in the Project Description a duplex is proposed separately on the adjacent Lot 7. Development of a duplex on Lot 7 would not contribute substantially to cumulative effects.

The proposed project would not contribute to significant adverse cumulative effects on transit, pedestrian, or parking conditions.

<u>Topics:</u>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
6. NOISE—Would the project:					
a) Result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan area, or, where such a plan has not been adopted, in an area within two miles of a public airport or public use airport, would the project expose people residing or working in the area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project located in the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Be substantially affected by existing noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Impact NO-1: The proposed project would not result in a substantial permanent increase in ambient noise levels in the project vicinity, nor would not expose persons to noise levels in excess of standards established in the local general plan or noise ordinance. (Less than Significant)

The Environmental Protection Element of the *General Plan* contains Land Use Compatibility Guidelines for Community Noise. These guidelines, which are similar to, but differ somewhat from, state guidelines promulgated by the Governor’s Office of Planning and Research, indicate

maximum acceptable exterior noise levels for various newly developed land uses. For residential uses, the maximum “satisfactory” exterior noise level without incorporating noise insulation into a project is 60 dBA (Ldn), while the guidelines indicate that residential development should be discouraged at exterior noise levels above 65 dBA (Ldn). Where exterior noise levels exceed 65 dBA, a detailed analysis of noise reduction requirements would be necessary prior to final review and approval, and new construction or development of residential uses will require that noise insulation features be included in the design. In addition, Title 24 of the California Code of Regulations establishes uniform noise insulation standards for residential projects. Title 24’s requirements for interior noise levels is that with windows closed, exterior noise sources shall not exceed 45 decibels in any habitable room (Title 24 requirements for residential structures other than detached single-family dwellings).

The existing noise environment in the project area is typical of noise levels in San Francisco, with primary sources of noise being the project site’s proximity to traffic on Geary Boulevard, including its MUNI bus lines and other local street traffic in the vicinity. The intersection of 18th and Geary is signal-controlled and thus traffic-related noise coming from that intersection would vary from stopped traffic to moving vehicles. Based on modeling of traffic noise volumes conducted by the San Francisco Department of Public Health (DPH),²⁸ the project site has ambient traffic noise levels within the ranges to discourage such uses, with some near-road portions of the proposed project having ambient conditions that range from 65 – 70 dBA. Therefore, the proposed project would locate new residential units, considered to be sensitive receptors, in an environment with noise levels above those considered normally acceptable for residential uses, and the project sponsor would be required by the Department of Building Inspection and Title 24 to incorporate noise insulation features in the project to maintain an interior noise level of 45 dBA. It is anticipated that, at a minimum, sound-rated windows and/or doors would be installed as part of the proposed project. The DBI would review project plans for compliance with Title 24 noise standards. Compliance with Title 24 standards and with the *General Plan* would ensure that effects from exposure to ambient noise would not result in significant impacts, either individually or cumulatively.

The occupancy and operation of the proposed project would generate noise from ventilators, the restaurant exhaust and HVAC (heating, ventilation, and air conditioning) system, and other mechanical equipment. The proposed project would comply with the San Francisco Noise Ordinance, San Francisco Police Code Section 2909, Fixed Source Levels, which regulates

²⁸ Traffic noise map presented on DPH website: <http://www.sfdph.org/dph/EH/Noise/default.asp>.

mechanical equipment noise. At the project location, operational noise would not be expected to be noticeable, given background noise levels along Geary Boulevard.

Vehicular traffic makes the greatest contribution to ambient noise levels throughout most of San Francisco. Traffic noise created by the proposed project would be due to additional automobiles and truck deliveries, and trips to and from the site generated by the residential and commercial uses. Peaks in noise would correspond to visitation of the retail uses and restaurant, as well as the daily commuting of some residents. The residential uses in the neighborhood are sensitive receptors. An approximate doubling of traffic volumes in the project area would be necessary to produce an increase in ambient noise levels noticeable to most people, including these sensitive receptors. As discussed above in Checklist Item 4, Transportation/Circulation, the proposed project would increase vehicle trips to the project site, but would not cause a doubling in traffic volumes in the project area. This increase in vehicle trips would not have a noticeable effect on ambient noise levels in the project vicinity, nor would the project contribute to any potential cumulative traffic noise effects.

In summary, the operational noise from the proposed project, including traffic-related noise, would not significantly increase the ambient noise levels in the project vicinity.

Impact NO-2: During construction, the proposed project would result in a temporary or periodic increase in ambient noise levels and vibration in the project vicinity above levels existing without the project, but any construction-related increase in noise levels and vibration would be considered less than significant. (Less than Significant)

Demolition, excavation, and project construction would temporarily increase noise in the project vicinity. During the majority of construction activity, noise levels would be above existing levels in the project area. Construction noise would fluctuate depending on the construction phase, equipment type and duration of use, distance between noise source and listener, and presence or absence of barriers. Pile driving is not anticipated for the proposed project.²⁹ There would be times when noise could interfere with indoor activities in nearby retail, residential, and recreational uses. Construction noise would be intermittent and limited to the period of construction.

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

²⁹ David Silverman, Reuben & Junius, LLP, electronic communication, April 30, 2007.

equipment, other than impact tools, not exceed 80 decibels (dBA) at a distance of 100 feet from the source.³⁰ Impact tools, such as jackhammers and impact wrenches, must have both intake and exhaust muffled to the satisfaction of the Directors of the Department of Public Works (DPW) or Department of Building Inspection (DBI). Section 2908 of the Ordinance prohibits construction work between 8:00 p.m. and 7:00 a.m., if noise would exceed the ambient noise level by 5 dBA at the proposed project property line, unless a special permit is authorized by the Director of the DPW or DBI. Compliance with the Noise Ordinance would reduce most potential construction noise impacts to a less than significant level, including noise effects for residential uses in the immediate vicinity, considered sensitive receptors. However, in the case that construction would require pile-driving, the project sponsor would be required to implement Mitigation Measure M-NO-2, to ensure project construction noise would not substantially increase the ambient noise level of the surrounding area, or result in ground-borne noise or vibration effects.

Construction noise is a localized effect and it is unlikely that construction would occur for another project at the same time as and close enough to the proposed project to result in cumulative impacts. Therefore, construction-related project impacts would not contribute to an adverse cumulative noise impact.

Mitigation Measure M-NO-2: Construction Noise

If pile-driving were required, the project sponsor shall require its construction contractor to use noise-reducing pile driving techniques, if nearby structures are subject to pile driving noise and vibration. These techniques include pre-drilling pile holes (if feasible, based on soils) to the maximum feasible depth, installing intake and exhaust mufflers on pile driving equipment, vibrating piles into place when feasible, and installing shrouds around the pile driving hammer where feasible.

The project sponsor shall require project construction contractor(s) to pre-drill holes to the maximum depth feasible on the basis of soil conditions. Contractors shall be required to use construction equipment with state-of-the-art noise shielding and muffling devices.

³⁰ A decibel (dB) is the unit of measurement used to express the intensity of loudness of sound. A decibel is one-tenth of a unit called a bel. Sound is composed of various frequencies. The human ear does not hear all sound frequencies. Normal hearing is within the range of 20 to 20,000 vibrations per second. As a result, an adjustment of weighting of sound frequencies is made to approximate the way that the average person hears sounds. This weighting system assigns a weight that is related to how sensitive the human ear is to each sound frequency. Frequencies that are less sensitive to the human ear are weighted less than those for which the ear is more sensitive. The adjusted sounds are called A-weighted levels (dBA).

Impact NO-3: The proposed project, in combination with past, present, and reasonably foreseeable future projects, would result in less-than-significant cumulative noise impacts. (Less than Significant)

Construction activities typically occur on a given project site on a similarly temporary basis. Because (1) project construction activities would be temporary and intermittent in nature; (2) project construction-related noise would not substantially increase ambient noise levels at locations greater than a few hundred feet from the project site; and (3) as stated above, required construction noise reduction measures would be implemented as required by the City's Noise Ordinance, the contribution of project construction noise in the project site vicinity, would not be considered cumulatively significant.

As noted above under Cumulative Conditions, p. 79, based on trip generation identified in the addendum to the *Transportation Study*, the proposed project would contribute minimally to the total 2020 cumulative traffic volumes at the study intersections, between 0.4 and 3.3 percent, and the proposed project's contribution to the growth in traffic volumes between existing and 2020 cumulative conditions would be between 2.5 and 22.6 percent. The above mentioned traffic volumes reflect the more conservative trip generation numbers from the *Transportation Study* and not the addendum to the *Transportation Study*. See *Transportation*, p. 58, for more information. Even with the conservative cumulative trip generation, project traffic would not represent a considerable contribution to adverse cumulative traffic conditions; thus, the proposed project would not represent a considerable contribution to adverse traffic-related noise conditions.

Localized traffic noise would increase as a result of cumulative growth in the project vicinity. However, cumulative traffic noise along local streets in the project vicinity would be less than one dBA.³¹ Development of a duplex on Lot 7 would not contribute substantially to cumulative effects. Therefore, sensitive receptors such as adjacent occupants, including residences located in close proximity to these intersections, would not be exposed to substantially greater ambient noise levels, and the traffic noise impact of cumulative development would not be significant.

While the proposed project would contribute operational noise to the project area, which could cumulate with other projects, all projects would be required to adhere to existing regulations

³¹ A 100 percent increase in traffic volume is needed produce a 3 dBA increase at receptors along a road. Based on the projected cumulative traffic volumes in the traffic study, volumes on the streets surrounding the project block would not increase by more than 20 percent. Therefore, the maximum cumulative traffic noise increase would be less than 1 dBA.

regarding operational noise. Therefore, there would be less than significant cumulative impacts related to operational noise.

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
7. AIR QUALITY – Would the project:					
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal, state, or regional ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Impact AQ-1: Implementation of the proposed project would not result in conflict or obstruct of the local applicable air quality plan or violate an air quality standard. (Less than Significant)

The purpose of the *Bay Area Air Quality Management District (BAAQMD) CEQA Guidelines* is to assist lead agencies in evaluating air quality impacts of projects and plans proposed in the San Francisco Bay Area Air Basin. The Guidelines provide procedures for evaluating potential air quality impacts during the environmental review process consistent with CEQA requirements. The BAAQMD recently issued revised Guidelines that supersede the 1999 BAAQMD CEQA Guidelines.³²

According to the BAAQMD, the recently adopted thresholds of significance for criteria air pollutants, greenhouse gas (GHG) emissions, and health risks from new sources emissions are intended to apply to environmental analyses that have begun on or after adoption of the revised CEQA thresholds. Thresholds pertaining to the health risk impacts of sources upon sensitive receptors are intended to apply to environmental analyses begun on or after January 1, 2011. Therefore, the proposed project would be subject to the thresholds identified in the BAAQMD

³² Bay Area Air Quality Management District (BAAQMD), *California Environmental Quality Act Air Quality Guidelines*, June 2010. p. 3-1.

1999 CEQA Guidelines. However, the following discussion addresses the BAAQMD's recently adopted CEQA thresholds of significance.

The BAAQMD 2010 CEQA Guidelines notes that the first step in determining the significance of criteria air pollutants and precursors related to project operation and from exhaust during project construction is to compare the attributes of the proposed project with the applicable screening criteria. The purpose of this comparison is to provide a conservative indication of whether construction or operation of the proposed project would result in the generation of criteria air pollutants and/or precursors that exceed the Guidelines' thresholds of significance. If all of the screening criteria are met by a proposed project, then the lead agency or applicant does not need to perform a detailed air quality assessment of the project's air pollutant emissions, and construction or operation of the proposed project would result in a less-than-significant impact on air quality. If the proposed project does not meet all the screening criteria, then project emissions need to be quantified.¹⁷

The BAAQMD 2010 CEQA Guidelines notes that the screening levels are generally representative of new development on greenfield sites without any form of mitigation measures taken into consideration. In addition, the screening criteria do not account for project design features, attributes, or local development requirements that could also result in lower emissions. For projects that are mixed-use, infill, and/or proximate to transit service and local services, emissions would be less than the greenfield type project that these screening criteria are based upon.

The BAAQMD 2010 CEQA Guidelines provides two thresholds for construction-period criteria air pollutants: (1) exhaust emissions from construction vehicles, and (2) fugitive dust. Both thresholds are discussed below.

Construction-Period Exhaust Emissions. The BAAQMD 2010 CEQA Guidelines provides thresholds of significance for construction-related criteria air pollutant and precursor emissions from vehicle exhaust. Based on a review of construction-related criteria for, the proposed project would be below the screening level for construction-related criteria air pollutants and precursors.³³ The proposed project would not exceed any of the BAAQMD thresholds of significance; thus, the project would result in a less-than-significant air quality impact related to construction exhaust emissions.

³³ Bay Area Air Quality Management District (BAAQMD), *California Environmental Quality Act Air Quality Guidelines*, June 2010. Table 3-1.

Construction-Period Fugitive Dust Control. Project-related excavation and grading and other construction activities may cause wind-blown dust that could contribute particulate matter into the local atmosphere. Although there are federal standards for air pollutants and implementation of state and regional air quality control plans, air pollutants continue to have impacts on human health throughout the country. California has found that particulate matter exposure can cause health effects at lower levels than national standards. The current health burden of particulate matter demands that, where possible, public agencies take feasible available actions to reduce sources of particulate matter exposure. According to the California Air Resources Board, reducing ambient particulate matter from 1998–2000 levels to natural background concentrations in San Francisco would prevent over 200 premature deaths.

Dust can be an irritant causing watering eyes or irritation to the lungs, nose, and throat. Excavation, grading, and other construction activities can cause wind-blown dust to add to particulate matter in the local atmosphere. Depending on exposure, adverse health effects can occur due to this particulate matter in general and also due to specific contaminants such as lead or asbestos that may be constituents of soil.

For fugitive dust emissions, BAAQMD 2010 *CEQA Guidelines* recommend following the current best management practices approach, which has been a pragmatic and effective approach to the control of fugitive dust emissions. The *Guidelines* note that individual measures have been shown to reduce fugitive dust by anywhere from 30 percent to more than 90 percent and conclude that projects that implement construction best management practices will reduce fugitive dust emissions to a less-than-significant level.³⁴

The San Francisco Board of Supervisors approved a series of amendments to the San Francisco Building and Health Codes generally referred hereto as the Construction Dust Control Ordinance (Ordinance 176-08, effective July 30, 2008) with the intent of reducing the quantity of dust generated during site preparation, demolition and construction work in order to protect the health of the general public and of on-site workers, minimize public nuisance complaints, and to avoid orders to stop work by the Department of Building Inspection (DBI).

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

³⁴ Bay Area Air Quality Management District (BAAQMD), *California Environmental Quality Act Air Quality Guidelines*, June 2010. Section 4.2.1.

waive this requirement for activities on sites less than one half-acre that are unlikely to result in any visible wind-blown dust.

The following regulations and procedures set forth in of Article 22B of the San Francisco Health Code – Construction Dust Control Requirements – contain the BAAQMD-recommended best management practices:

- Water all active construction areas at least twice daily;
- Cover all trucks hauling soil, sand, and other loose materials, or require such trucks to maintain at least 2 feet of freeboard;
- Pave, apply water at a minimum three times daily in dry weather, or apply non-toxic soil stabilizers to all unpaved access roads, parking areas, and staging areas;
- Sweep daily (with water sweepers) all paved access roads, parking areas, and staging areas;
- Sweep streets daily (with water sweepers) if visible soil material is carried onto adjacent public street areas;
- Hydroseed or apply non-toxic soil stabilizers to inactive construction areas (previously graded areas inactive for ten days or more);
- Enclose, cover, water twice daily or apply (non-toxic) soil binders to exposed stockpiles (dirt, sand, etc.);
- Limit traffic speeds on unpaved roads to 15 miles per hour;
- Install sandbags or other erosion control measures to prevent silt runoff to public roadways;
- Replant vegetation in disturbed areas as quickly as possible;
- Install wheel washers for all exiting trucks, or wash off the tires of all trucks and equipment prior to leaving the site;
- Install wind breaks, or plant trees/vegetative wind breaks at windward side(s) of construction areas;
- Suspend excavation and grading activity when winds (instantaneous gusts) exceed 25 mph; and
- Limit the area subject to excavation, grading, and other construction activity at any one time.

Compliance with the Dust Control Ordinance would reduce the proposed project's air quality impacts related to fugitive dust to less than significant.

Operational Air Quality Emissions. For a mid-rise apartment building, the BAAQMD 2010 CEQA *Guidelines* screening level for operational-related criteria air pollutant and precursor screening level is 494 dwelling units. For restaurant, the screening level is 47,000 sf. For retail, the screening level is

99,000 sf.³⁵ The proposed project includes 46 dwelling units, ~~8,400~~ 8,100 gsf of restaurant space, and ~~12,830~~ 13,130 sf of retail space and thus is well below the screening level that requires a detailed air quality assessment of air pollutant emissions. The project would not result in the generation of operational-related criteria air pollutants and/or precursors that exceed the BAAQMD's thresholds of significance. Operation of the proposed project would therefore result in a less-than-significant impact to air quality from criteria air pollutant and precursor emissions.

Impact AQ-2: Implementation of the proposed project would not expose sensitive receptors to substantial pollutant concentrations. (Less than Significant)

The San Francisco Department of Public Health (DPH) has issued guidance for the identification and assessment of potential air quality hazards and methods for assessing the associated health risks.³⁶ Consistent with CARB guidance, DPH has identified that a potential public health hazard for sensitive land uses exists when such uses are located within a 150-meter (approximately 500-foot) radius of any boundary of a project site that experiences 100,000 vehicles per day. To this end, San Francisco added Article 38 of the San Francisco Health Code, approved November 25, 2008, which requires that, for new residential projects of 10 or more units located in proximity to high-traffic roadways, as mapped by DPH, an Air Quality Assessment be prepared to determine whether residents would be exposed to potentially unhealthful levels of PM_{2.5}. Through air quality modeling, an assessment is conducted to determine if the annual average concentration of PM_{2.5} from the roadway sources would exceed a concentration of 0.2 micrograms per cubic meter (annual average).³⁷ If this

³⁵ Bay Area Air Quality Management District (BAAQMD), *California Environmental Quality Act Air Quality Guidelines*, June 2010. Table 3-1.

³⁶ San Francisco Department of Public Health, *Assessment and Mitigation of Air Pollutant Health Effects from Intra-urban Roadways: Guidance for Land Use Planning and Environmental Review*, May 6, 2008, http://www.sfphes.org/publications/Mitigating_Roadway_AQLU_Conflicts.pdf, accessed June 21, 2010.

³⁷ According to DPH, this threshold, or action level, of 0.2 micrograms per cubic meter represents about 8–10 percent of the range of ambient PM_{2.5} concentrations in San Francisco based on monitoring data, and is based on epidemiological research that indicates that such a concentration can result in an approximately 0.28 percent increase in non-injury mortality, or an increased mortality at a rate of approximately 20 “excess deaths” per year per one million population in San Francisco. “Excess deaths” (also referred to as premature mortality) refer to deaths that occur sooner than otherwise expected, absent the specific condition under evaluation; in this case, exposure to PM_{2.5}. (San Francisco Department of Public Health, Occupational and Environmental Health Section, Program on Health, Equity, and Sustainability, “Assessment and Mitigation of Air Pollutant Health Effects from Intra-urban Roadways: Guidance for Land Use Planning and Environmental Review, May 6, 2008. Twenty excess deaths per million based on San Francisco’s non-injury, non-homicide, non-suicide mortality rate of approximately 714 per 100,000. Although San Francisco’s population is less than one million, the presentation of excess deaths is commonly given as a rate per million population.)

standard is exceeded, the project sponsor must install a filtered air supply system, with high-efficiency filters, designed to remove at least 80 percent of ambient PM_{2.5} from habitable areas of residential units.

The project site at 5400 Geary Boulevard is located within the Potential Roadway Exposure Zone, as mapped by DPH. Therefore, pursuant to Article 38 of the San Francisco Health Code, the project sponsor is required to prepare an Air Quality Assessment consistent with DPH guidance. The Air Quality Assessment must be submitted to the Director of DPH. Should the Air Quality Assessment conclude that the PM_{2.5} concentration at the site is greater than 0.2 micrograms per cubic meter, the project shall be designed and constructed such that ventilation systems remove at least 80 percent of the PM_{2.5} pollutants from habitable areas. The proposed project would be required to comply with Article 38 of the San Francisco Health Code and therefore, the proposed project would not result in a significant impact from exposure of sensitive receptors to high concentrations of roadway-related pollutants.

Impact AQ-3: The proposed project would not create objectionable odors affecting a substantial number of people. (Less than Significant)

The proposed project would not result in a perceptible increase or change in odors on the project site or in the vicinity of the project, as it would not include uses prone to generation of odors. For the proposed restaurant use, odor control would be implemented through the permitting process for the use. Observation indicates that surrounding land uses are not sources of noticeable odors, and therefore would not adversely affect project residents, and this impact would be less than significant.

Impact AQ-4: Implementation of the proposed project would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment, or, in combination with past, present, and reasonably foreseeable future projects in the vicinity, would not result in cumulative air quality impacts. (Less than Significant)

The proposed project would be generally consistent with the General Plan and air quality management plans such as the *Bay Area 2000 Clean Air Plan*, and the *Bay Area 2005 Ozone Strategy*. Additionally, the General Plan, Planning Code, and the City Charter implement various transportation control measures identified in the City's Transit First Program, bicycle parking regulations, transit development fees, and other actions. Accordingly, the proposed project would not contribute considerably to cumulative air quality impacts; nor would it interfere with implementation of the *Bay Area 2005 Ozone Strategy* or the *2001 Ozone Attainment*

Plan, which are the applicable regional air quality plans developed to improve air quality towards attaining the state and federal air quality standards.

With respect to cumulative impacts from criteria air pollutants, BAAQMD's approach to cumulative air quality analysis is that any proposed project that would individually have a significant air quality impact would also be considered to have a significant cumulative air quality impact. The proposed project would result in less-than-significant impacts related to construction air quality emission, operational air quality emissions, project-related motor vehicle emissions, roadway-related exposure to toxic air contaminants, and odors. Therefore, all air quality impacts associated with the proposed project would also be less than significant cumulatively.

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

Environmental Setting

Gases that trap heat in the atmosphere are referred to as greenhouse gases (GHGs) because they capture heat radiated from the sun as it is reflected back into the atmosphere, much like a greenhouse does. The accumulation of GHGs has been implicated as the driving force for global climate change. The primary GHGs are carbon dioxide, methane, nitrous oxide, ozone, and water vapor.

While the presence of the primary GHGs in the atmosphere are naturally occurring, carbon dioxide (CO₂), methane (CH₄), and nitrous oxide (N₂O) are largely emitted from human activities, accelerating the rate at which these compounds occur within earth's atmosphere. Emissions of carbon dioxide are largely by-products of fossil fuel combustion, whereas methane results from off-gassing associated with agricultural practices and landfills. Other GHGs include hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride, and are generated in

certain industrial processes. Greenhouse gases are typically reported in “carbon dioxide-equivalent” measures (CO₂E).³⁸

There is international scientific consensus that human-caused increases in GHGs have and will continue to contribute to global warming. Potential global warming impacts in California may include, but are not limited to, loss in snow pack, sea level rise, more extreme heat days per year, more high ozone days, more large forest fires, and more drought years. Secondary effects are likely to include a global rise in sea level, impacts to agriculture, changes in disease vectors, and changes in habitat and biodiversity.³⁹

The California Air Resources Board (ARB) estimated that in 2006 California produced about 484 million gross metric tons of CO₂E (MMTCO₂E), or about 535 million U.S. tons.⁴⁰ The ARB found that transportation is the source of 38 percent of the State’s GHG emissions, followed by electricity generation (both in-state and out-of-state) at 22 percent and industrial sources at 20 percent. Commercial and residential fuel use (primarily for heating) accounted for 9 percent of GHG emissions.⁴¹ In the Bay Area, fossil fuel consumption in the transportation sector (on-road motor vehicles, off-highway mobile sources, and aircraft) and the industrial and commercial sectors are the two largest sources of GHG emissions, each accounting for approximately 36 percent of the Bay Area’s 96 MMTCO₂E emitted in 2007.⁴² Electricity generation accounts for approximately 16 percent of the Bay Area’s GHG emissions followed by residential fuel usage at 7 percent, off-road equipment at 3 percent and agriculture at 1 percent.⁴³

³⁸ Because of the differential heat absorption potential of various GHGs, GHG emissions are frequently measured in “carbon dioxide-equivalents,” which present a weighted average based on each gas’s heat absorption (or “global warming”) potential.

³⁹ California Climate Change Portal. Frequently Asked Questions About Global Climate Change. Available online at: <http://www.climatechange.ca.gov/publications/faqs.html>. Accessed March 2, 2010.

⁴⁰ California Air Resources Board (ARB), “California Greenhouse Gas Inventory for 2000-2006— by Category as Defined in the Scoping Plan.” http://www.arb.ca.gov/cc/inventory/data/tables/ghg_inventory_scopingplan_2009-03-13.pdf. Accessed March 2, 2010.

⁴¹ Ibid.

⁴² Bay Area Air Quality Management District, Source Inventory of Bay Area Greenhouse Gas Emissions: Base Year 2007, Updated: February 2010. Available online at: http://www.baaqmd.gov/~media/Files/Planningpercent20andpercent20Research/Emissionpercent20Inventory/regionalinventory2007_2_10.ashx. Accessed March 2, 2010.

⁴³ Ibid.

Regulatory Setting

In 2006, the California legislature passed Assembly Bill No. 32 (California Health and Safety Code Division 25.5, Sections 38500, et seq., or AB 32), also known as the Global Warming Solutions Act. AB 32 requires ARB to design and implement emission limits, regulations, and other measures, such that feasible and cost-effective statewide GHG emissions are reduced to 1990 levels by 2020 (representing a 25 percent reduction in emissions).

Pursuant to AB 32, ARB adopted a Scoping Plan in December 2008, outlining measures to meet the 2020 GHG reduction limits. In order to meet these goals, California must reduce its GHG emissions by 30 percent below projected 2020 business as usual emissions levels, or about 15 percent from today's levels.⁴⁴ The Scoping Plan estimates a reduction of 174 million metric tons of CO₂E (MMT_{CO2E}) (about 191 million U.S. tons) from the transportation, energy, agriculture, forestry, and high global warming potential sectors, see Table 6, GHG Reductions from the AB 32 Scoping Plan Sectors, p. 94. ARB has identified an implementation timeline for the GHG reduction strategies in the Scoping Plan.⁴⁵ Some measures may require new legislation to implement, some will require subsidies, some have already been developed, and some will require additional effort to evaluate and quantify. Additionally, some emissions reductions strategies may require their own environmental review under CEQA or the National Environmental Policy Act (NEPA).

AB 32 also anticipates that local government actions will result in reduced GHG emissions. ARB has identified a GHG reduction target of 15 percent from current levels for local governments themselves and notes that successful implementation of the plan relies on local governments' land use planning and urban growth decisions because local governments have primary authority to plan, zone, approve, and permit land development to accommodate population growth and the changing needs of their jurisdictions.

⁴⁴ California Air Resources Board, California's Climate Plan: Fact Sheet. Available online at: http://www.arb.ca.gov/cc/facts/scoping_plan_fs.pdf. Accessed March 4, 2010.

⁴⁵ California Air Resources Board. AB 32 Scoping Plan. Available Online at: http://www.arb.ca.gov/cc/scopingplan/sp_measures_implementation_timeline.pdf. Accessed March 2, 2010.

**TABLE 6
GHG REDUCTIONS FROM THE AB 32 SCOPING PLAN SECTORS**

GHG Reduction Measures By Sector	GHG Reductions (MMT CO2E)
Transportation Sector	62.3
Electricity and Natural Gas	49.7
Industry	1.4
Landfill Methane Control Measure (Discrete Early Action)	1
Forestry	5
High Global Warming Potential GHGs	20.2
Additional Reductions Needed to Achieve the GHG Cap	34.4
Total	174
Other Recommended Measures	
Government Operations	1-2
Agriculture- Methane Capture at Large Dairies	1
Methane Capture at Large Dairies	1
Additional GHG Reduction Measures	
Water	4.8
Green Buildings	26
High Recycling/ Zero Waste	
Commercial Recycling	
Composting	
Anaerobic Digestion	9
Extended Producer Responsibility	
Environmentally Preferable Purchasing	
Total	42.8-43.8

Source: California Air Resources Board. AB 32 Scoping Plan. Available Online at: http://www.arb.ca.gov/cc/scopingplan/sp_measures_implementation_timeline.pdf. Accessed March 2, 2010.

The Scoping Plan relies on the requirements of Senate Bill 375 (SB 375) to implement the carbon emission reductions anticipated from land use decisions. SB 375 was enacted to align local land use and transportation planning to further achieve the State’s GHG reduction goals. SB 375 requires regional transportation plans, developed by Metropolitan Planning Organizations (MPOs), to incorporate a “sustainable communities strategy” in their regional transportation plans (RTPs) that would achieve GHG emission reduction targets set by ARB. SB 375 also includes provisions for streamlined CEQA review for some infill projects such as transit-oriented development. SB 375 would be implemented over the next several years and the Metropolitan Transportation Commission’s 2013 RTP would be its first plan subject to SB 375.

Senate Bill 97 (SB 97) required the Office of Planning and Research (OPR) to amend the state CEQA guidelines to address the feasible mitigation of GHG emissions or the effects of GHGs. In

response, OPR amended the CEQA guidelines to provide guidance for analyzing GHG emissions. Among other changes to the CEQA Guidelines, the amendments add a new section to the CEQA Checklist (CEQA Guidelines Appendix G) to address questions regarding the project's potential to emit GHGs.

The Bay Area Air Quality Management District (BAAQMD) is the primary agency responsible for air quality regulation in the nine county San Francisco Bay Area Air Basin (SFBAAB). As part of their role in air quality regulation, BAAQMD has prepared the CEQA air quality guidelines to assist lead agencies in evaluating air quality impacts of projects and plans proposed in the SFBAAB. The guidelines provide procedures for evaluating potential air quality impacts during the environmental review process consistent with CEQA requirements. On June 2, 2010, the BAAQMD adopted new and revised CEQA air quality thresholds of significance and issued revised guidelines that supersede the 1999 air quality guidelines. The *2010 CEQA Air Quality Guidelines* provide for the first time CEQA thresholds of significance for greenhouse gas emissions. OPR's amendments to the CEQA Guidelines as well as BAAQMD's *2010 CEQA Air Quality Guidelines* and thresholds of significance have been incorporated into this analysis accordingly.

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

The most common GHGs resulting from human activity are CO₂, CH₄, and N₂O.⁴⁶ State law defines GHGs to also include hydrofluorocarbons, perfluorocarbons and sulfur hexafluoride. These latter GHG compounds are usually emitted in industrial processes, and therefore not applicable to the proposed project. The GHG calculations presented in this analysis includes an estimate of emissions from CO₂, N₂O, and CH₄. Individual projects contribute to the cumulative effects of climate change by emitting GHGs during construction and operational phases. Both direct and indirect GHG emissions are generated by project operations. Operational emissions include GHG emissions from new vehicle trips and area sources (natural gas combustion). Indirect emissions include emissions from electricity providers, energy required to pump, treat, and convey water, and emissions associated with landfill operations.

⁴⁶ Governor's Office of Planning and Research. *Technical Advisory- CEQA and Climate Change: Addressing Climate Change through California Environmental Quality Act (CEQA) Review*. June 19, 2008. Available at the Office of Planning and Research's website at: <http://www.opr.ca.gov/ceqa/pdfs/june08-ceqa.pdf>. Accessed March 3, 2010.

The proposed project would increase the activity onsite by adaptively reusing the exiting Alexandria Theatre for theatre, retail, and restaurant use, and constructing a new mixed-use building on the adjacent surface parking lot with retail and residential uses. Therefore, the proposed project would contribute to annual long-term increases in GHGs as a result of increased vehicle trips (mobile sources) and residential and commercial operations associated with energy use, water use and wastewater treatment, and solid waste disposal. Construction activities would also result in an increase in GHG emissions.

As discussed above, the BAAQMD has adopted CEQA thresholds of significance for projects that emit GHGs, one of which is a determination of whether the proposed project is consistent with a Qualified Greenhouse Gas Reduction Strategy, as defined in the *2010 CEQA Air Quality Guidelines*. On August 12, 2010, the San Francisco Planning Department submitted a draft of the City and County of San Francisco's *Strategies to Address Greenhouse Gas Emissions* to the BAAQMD.⁴⁷ This document presents a comprehensive assessment of policies, programs and ordinances that collectively represent San Francisco's Qualified Greenhouse Gas Reduction Strategy in compliance with the BAAQMD's *2010 CEQA Air Quality Guidelines* and thresholds of significance.

San Francisco's GHG reduction strategy identifies a number of mandatory requirements and incentives that have measurably reduced greenhouse gas emissions including, but not limited to, increasing the energy efficiency of new and existing buildings, installation of solar panels on building roofs, implementation of a green building strategy, adoption of a zero waste strategy, a construction and demolition debris recovery ordinance, a solar energy generation subsidy, incorporation of alternative fuel vehicles in the City's transportation fleet (including buses and taxis), and a mandatory composting ordinance. The strategy also identifies 42 specific regulations for new development that would reduce a project's GHG emissions.

San Francisco's climate change goals as are identified in the 2008 Greenhouse Gas Reduction Ordinance as follows:

- By 2008, determine the City's 1990 GHG emissions, the baseline level with reference to which target reductions are set;
- Reduce GHG emissions by 25 percent below 1990 levels by 2017;

⁴⁷ San Francisco Planning Department. *Strategies to Address Greenhouse Gas Emissions in San Francisco*. 2010. The final document is available online at: <http://www.sfplanning.org/index.aspx?page=1570>.

- Reduce GHG emissions by 40 percent below 1990 levels by 2025; and
- Reduce GHG emissions by 80 percent below 1990 levels by 2050.

The City's 2017 and 2025 GHG reduction goals are more aggressive than the State's GHG reduction goals as outlined in AB 32, and consistent with the State's long-term (2050) GHG reduction goals. San Francisco's *Strategies to Address Greenhouse Gas Emissions* identifies the City's actions to pursue cleaner energy, energy conservation, alternative transportation and solid waste policies, and concludes that San Francisco's policies have resulted in a reduction in greenhouse gas emissions below 1990 levels, meeting statewide AB 32 GHG reduction goals. As reported, San Francisco's 1990 GHG emissions were approximately 8.26 million metric tons (MMT) CO₂E and 2005 GHG emissions are estimated at 7.82 MMTCO₂E, representing an approximately 5.3 percent reduction in GHG emissions below 1990 levels.

The BAAQMD reviewed San Francisco's *Strategies to Address Greenhouse Gas Emissions* and concluded that the strategy meets the criteria for a Qualified GHG Reduction Strategy as outlined in BAAQMD's CEQA Guidelines (2010) and stated that San Francisco's "aggressive GHG reduction targets and comprehensive strategies help the Bay Area move toward reaching the State's AB 32 goals, and also serve as a model from which other communities can learn."⁴⁸

Based on the BAAQMD's 2010 CEQA *Air Quality Guidelines*, projects that are consistent with San Francisco's *Strategies to Address Greenhouse Gas Emissions* would result in a less than significant impact with respect to GHG emissions. Furthermore, because San Francisco's strategy is consistent with AB 32 goals, projects that are consistent with San Francisco's strategy would also not conflict with the State's plan for reducing GHG emissions. As discussed in San Francisco's *Strategies to Address Greenhouse Gas Emissions*, new development and renovations/alterations for private projects and municipal projects are required to comply with San Francisco's ordinances that reduce greenhouse gas emissions. Applicable requirements are shown below in Table 7, San Francisco Regulations Applicable to the Proposed Project, p. 98.

Depending on a proposed project's size, use, and location, a variety of controls are in place to ensure that a proposed project would not impair the State's ability to meet statewide GHG reduction targets outlined in AB 32, nor impact the City's ability to meet San Francisco's local GHG reduction targets. Given that: (1) San Francisco has implemented regulations to reduce greenhouse gas emissions specific to new construction and renovations of private developments and municipal projects; (2) San Francisco's sustainable policies have resulted in the measured

⁴⁸ Letter from Jean Roggenkamp, BAAQMD, to Bill Wycko, San Francisco Planning Department. October 28, 2010.

success of reduced greenhouse gas emissions levels; (3) San Francisco has met and exceeded AB 32 greenhouse gas reduction goals for the year 2020; (4) current and probable future state and local greenhouse gas reduction measures will continue to reduce a project's contribution to climate change; and (5) San Francisco's *Strategies to Address Greenhouse Gas Emissions* meet BAAQMD's requirements for a Qualified GHG Reduction Strategy, projects that are consistent with San Francisco's regulations would not contribute significantly to global climate change. The proposed project would be required to comply with these requirements, and was determined to be consistent with San Francisco's *Strategies to Address Greenhouse Gas Emissions*.⁴⁹ As such, the proposed project would result in a less than significant impact with respect to GHG emissions.

**TABLE 7
SAN FRANCISCO REGULATIONS APPLICABLE TO THE PROPOSED PROJECT**

Regulation	Project Requirement																
Commuter Benefits Ordinance (Environment Code, Section 421) ⁵⁰	<p>All employers with more than 20 employees must provide at least one of the following benefit programs:</p> <p>1. A Pre-Tax Election consistent with 26 U.S.C. § 132(f), allowing employees to elect to exclude from taxable wages and compensation, employee commuting costs incurred for transit passes or vanpool charges, or</p> <p>(2) Employer Paid Benefit whereby the employer supplies a transit pass for the public transit system requested by each Covered Employee or reimbursement for equivalent vanpool charges at least equal in value to the purchase price of the appropriate benefit, or</p> <p>(3) Employer Provided Transit furnished by the employer at no cost to the employee in a vanpool or bus, or similar multi-passenger vehicle operated by or for the employer.</p>																
Transit Impact Development Fee (Administrative Code, Chapter 38)	<p>Establishes the following fees for all commercial developments. Fees are paid to the SFMTA to improve local transit services.</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th style="text-align: center;">Economic Activity Category</th> <th style="text-align: center;">TIDF/GSF</th> </tr> </thead> <tbody> <tr> <td>Office Space in New Development in the Downtown Area</td> <td style="text-align: center;">\$5.00</td> </tr> <tr> <td>Cultural/Institution/Education</td> <td style="text-align: center;">\$10.00</td> </tr> <tr> <td>Management, Information and Professional Services</td> <td style="text-align: center;">\$10.00</td> </tr> <tr> <td>Medical and Health Services</td> <td style="text-align: center;">\$10.00</td> </tr> <tr> <td>Production/Distribution/Repair</td> <td style="text-align: center;">\$8.00</td> </tr> <tr> <td>Retail/Entertainment</td> <td style="text-align: center;">\$10.00</td> </tr> <tr> <td>Visitor Services</td> <td style="text-align: center;">\$8.00</td> </tr> </tbody> </table>	Economic Activity Category	TIDF/GSF	Office Space in New Development in the Downtown Area	\$5.00	Cultural/Institution/Education	\$10.00	Management, Information and Professional Services	\$10.00	Medical and Health Services	\$10.00	Production/Distribution/Repair	\$8.00	Retail/Entertainment	\$10.00	Visitor Services	\$8.00
Economic Activity Category	TIDF/GSF																
Office Space in New Development in the Downtown Area	\$5.00																
Cultural/Institution/Education	\$10.00																
Management, Information and Professional Services	\$10.00																
Medical and Health Services	\$10.00																
Production/Distribution/Repair	\$8.00																
Retail/Entertainment	\$10.00																
Visitor Services	\$8.00																
Bicycle Parking (Planning Code, Sections 155.2, 155.4, and 155.5)	The proposed project would include 32 bicycle lockers to be located on basement level of the mixed use building. With 436 <u>137</u> vehicle spaces, the 32 bicycle spaces equates to approximately 1 bicycle space for every 4.25 <u>4.28</u> vehicle spaces.																
Car Sharing Requirements (Planning Code, Section 166)	The proposed project would have no spaces dedicated for car sharing as the proposed project parking is of a dual nature for both the commercial and residential occupants.																

⁴⁹ Chelsea Fordham, San Francisco Planning Department, November 18, 2010, MEA's GHG Analysis Compliance Checklist for 5400 Geary Blvd.

⁵⁰ The Commuter Benefits Ordinance applies to all employers with 20 or more employees.

**TABLE 7
SAN FRANCISCO REGULATIONS APPLICABLE TO THE PROPOSED PROJECT**

Regulation	Project Requirement
San Francisco Green Building Requirements for Energy Efficiency (SF Building Code, Chapter 13C)	The proposed project, in compliance with the Green Building Ordinance, would increase energy efficiency by a minimum of 15% beyond the 2005 Title 24 energy efficiency requirements.
San Francisco Green Building Requirements for Stormwater Management (Building Code, Chapter 13C)	All projects in San Francisco are required to comply with the SFPUC's stormwater design guidelines, which emphasize low impact development using a variety of Best Management Practices for managing stormwater runoff and reducing impervious surfaces, thereby reducing the volume of combined stormwater and sanitary sewage requiring treatment.
San Francisco Green Building Requirements for water reduction (Building Code, Chapter 13C)	In compliance with AB-93, the proposed project would reduce potable water for landscaping by 50% and would reduce the amount of potable water used for the commercial portions of the building by 30%.
San Francisco Green Building Requirements for renewable energy (Building Code, Chapter 13C)	Pursuant to AB-93, the commercial aspects of the new Mixed Use development portion of the proposed project, would be required to meet the enhanced commissioning standard as indicated in LEED credit EA3, assuming construction is completed in 2011. Should construction of the new mixed use development be completed in 2010, the development would be required to provide on-site renewable energy or purchase renewable energy credits pursuant to LEED® Energy and Atmosphere Credits 2 or 6.
Commercial and Residential Water Conservation Ordinances (Building Code, Chapters 13A and Housing Code, Chapter 12A)	Pursuant to Building Code Chapters 13A and Housing Code Chapter 12A, the following would be included in both the commercial and residential portions of the project: <ol style="list-style-type: none"> 1. All showerheads have a maximum flow of 2.5 gallons per minute (gpm) 2. All showers have no more than one showerhead per valve 3. All faucets and faucet aerators have a maximum flow rate of 2.2 gpm 4. All Water Closets (toilets) have a maximum rated water consumption of 1.6 gallons per flush (gpf) 5. All urinals have a maximum flow rate of 1.0 gpf 6. All water leaks have been repaired.
San Francisco Green Building Requirements for solid waste (SF Building Code, Chapter 13C)	Pursuant to Section 1304C.0.4 of the Green Building Ordinance, all new construction, renovation and alterations subject to the ordinance are required to provide recycling, composting and trash storage, collection, and loading that is convenient for all users of the building.
San Francisco Green Building Requirements for construction and demolition debris recycling (SF Building Code, Chapter 13C)	Pursuant to AB-093, demolition debris in association with the project and with the removal of asphalt in the existing parking lot would meet or exceed the 75% recycling requirements.
Construction Demolition and Debris Recovery Ordinance (Environment Code, Chapter 14)	The proposed project would be required, pursuant to AB-93, to recycle a minimum of 75% of the demolition and construction debris. The requirements of the Green Building Requirements supersede the Construction Demolition and Debris Recovery Ordinance.
Street Tree Planting Requirements for New Construction (Planning Code Section 143)	Pursuant to the Street Tree Planting Requirements for New Construction, the proposed project would plant a minimum of eighteen 24-inch box trees along the southern and eastern project boundary. This complies with the requirement of planting one 24-inch box tree for every 20 feet of property that fronts a street.

Source: PBS&J, 2010.

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
9. WIND AND SHADOW—Would the project:					
a) Alter wind in a manner that substantially affects public areas?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Create new shadow in a manner that substantially affects outdoor recreation facilities or other public areas?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Impact WS-1: The proposed project would not alter wind in a manner that substantially affects public areas. (Less than Significant)

In order to provide a comfortable wind environment for people in San Francisco, the City established specific comfort criteria to be used in the evaluation of wind generation associated with large buildings in certain areas of the City. The proposed mixed-use building would be 40 feet tall and would not extend above the surrounding buildings so that substantial wind effects would occur. Typically, in San Francisco, buildings of 80 feet in height or less would not create adverse pedestrian wind conditions. Therefore, the proposed project would have a less-than-significant adverse impact on wind conditions.

Impact WS-2: The proposed project would not create new shadow in a manner that could substantially affect outdoor recreation facilities or other public areas. (Less than Significant)

Section 295 of the *Planning Code* was adopted to protect certain public open spaces from additional shadowing by new structures. Section 295 restricts new shadow upon public parks and open spaces under the jurisdiction of the Recreation and Park Commission by any structure exceeding 40 feet in height. The only new construction associated with the proposed project would result in a 40-foot, four-story building; because the new structure would not exceed the stated height limitations, the proposed project would not be subject to Section 295. In addition, the nearest park, Argonne Playground, would not be affected. The proposed project would thus result in no impact from shadows.

Impact WS-3: The proposed project, in combination with other past, present, or reasonably foreseeable future projects, would result in less than significant cumulative wind and shadow impacts. (Less than Significant)

The proposed project, as discussed above, would not substantially impact shadow or wind levels at or near the project site. Development of a duplex on Lot 7 would not contribute

substantially to cumulative effects because the duplex would not exceed 40 feet. Therefore, a cumulative impact would not occur.

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

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

The addition of about 105 residents from the proposed project would likely increase the demand for park and recreation services and facilities. The nearest public recreational facilities include Argonne Playground, The Presidio, and Golden Gate Park. Argonne Playground is approximately one-half block south of the project site, and the Presidio and Golden Gate Park are four blocks north and four blocks south of the project site, respectively. The Presidio, spanning 1,480 acres, and Golden Gate Park, at 1,013 acres, provide vast open spaces and numerous recreational facilities and would be able to accommodate demand from the additional 105 residents at the proposed mixed-use building. Adaptive reuse of the closed Alexandria Theatre would add employees that may visit parks. The existing park facilities would also meet this demand. In addition, the proposed project would provide approximately 5,360 gsf of private open space and 17,860 gsf of common open space for its residents, which would partially offset project-induced demand on nearby recreational facilities. The proposed open space exceeds the amount required by *Planning Code* Section 135(d). Hence, the proposed project would not require construction of additional parks or recreational facilities, nor result in substantial deterioration of recreational facilities and would result in a less-than-significant impact.

Impact RE-2: The proposed project would include some limited outdoor recreational facilities. No expansion of recreational facilities would be required by the project; therefore, the proposed project would have less-than-adverse physical effects on the environment. (No Impact)

As discussed above, the proposed project would provide some open space on site for the residents, in the form of a rear deck and private decks for some units.

Residents at the project site would be within walking distance of the above-noted parks and open spaces. Although the proposed project would introduce a new permanent population to the project site, the number of new residents projected would not substantially increase demand for or use of either neighborhood parks and recreational facilities (discussed above) or citywide facilities such as Golden Gate Park such that any increased user demand would require the construction of new recreational facilities or the expansion of existing facilities. The project would have no impact on existing recreational facilities.

Impact RE-3: The proposed project would not physically degrade existing recreational facilities. (No Impact)

The project site has no recreational resources that would be affected by the proposed project and construction of the proposed project would not physically degrade existing recreational facilities.

Impact RE-4: The proposed project in combination with past, present, and reasonably foreseeable future projects in the vicinity, would not result in cumulative recreational impact. (Less than Significant)

While cumulative development could generate additional park demand, future developments would also be subject to *Planning Code* open space requirements. Development of a duplex on Lot 7 would not contribute substantially to cumulative effects. Considering the capacity of existing parks near the project site and the provision of private and common open space on the project site, the proposed project would not result in a cumulatively considerable impact.

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
11. UTILITIES AND SERVICE SYSTEMS—					
Would the project:					
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supply available to serve the project from existing entitlements and resources, or require new or expanded water supply resources or entitlements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Result in a determination by the wastewater treatment provider that would serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Impact UT-1: Implementation of the proposed project would result in a less-than-significant impact to wastewater collection and treatment facilities and would not require or result in the construction of new storm water drainage facilities or expansion of existing facilities. (Less than Significant)

The adaptive reuse portion of the proposed project would increase the amount of wastewater generated at the Alexandria Theatre building; however, this building previously operated at full capacity and the proposed adaptive reuse, which would include new restaurant operations and bathrooms, would likely return wastewater generation to approximately the same level as during original operation. The addition of the new mixed-use building would generate additional wastewater, which would enter the City's system. Project-related wastewater and stormwater would flow to the City's combined stormwater and sewer system and would be treated to standards contained in City's National Pollutant Discharge Elimination System (NPDES) Permit for the Southwest Water Pollution Control Plant prior to discharge into the ocean. Additionally, in accordance with the Stormwater Management Ordinance (SMO), the

project site will be designed with Low Impact Design (LID) approaches and stormwater management systems to comply with the Stormwater Design Guidelines (SDGs). In compliance with the SMO, the project would implement and install appropriate stormwater management systems that limit both the volume and rate of stormwater runoff entering the combined sewer system from the project site, thereby limiting additional discharge to the existing collection systems and wastewater facilities, and minimizing potential for upsizing or constructing new facilities.

The proposed project is accounted for in the growth projection for the City; therefore, the proposed project would not require expansion of wastewater treatment facilities or an extension of a sewer trunk line. During project occupancy and operations, the proposed project would comply with all local wastewater discharge requirements. The proposed project would have no impact related to expansion or extension of a sewer trunk line.

Impact UT-2: The SFPUC has sufficient water supply and entitlements to serve the proposed project, and implementation of the proposed project would not require expansion or construction of new water treatment facilities. (Less than Significant)

All proposed large-size projects in California subject to CEQA are required to obtain an assessment from a regional or local jurisdiction water agency to determine the availability of a long-term water supply sufficient to satisfy project-generated water demand. In May 2002, the San Francisco Public Utilities Commission (SFPUC) adopted a resolution finding that the SFPUC's Urban Water Management Plan (UWMP) adequately fulfills the requirements of the water assessment for water quality and wastewater treatment and capacity as long as a proposed project is covered by the demand projections identified in the UWMP,⁵¹ which included all known or expected development projects in San Francisco at that time through 2020. The residential component of proposed project would result in a water demand of 5,290 gallons per day.⁵² Although the proposed project would incrementally increase the demand for water in San Francisco, the estimated increase would be accommodated within the City's anticipated water use and supply projections. Additionally, the new building would be designed to incorporate water-conserving measures, such as low-flush toilets and urinals, as required by the *California State Building Code* Section 402.0(c). The proposed project is consistent

⁵¹ City and County of San Francisco, Public Utilities Commission, Resolution No. 02-0084, May 14, 2002.

⁵² Based on an estimate of 115 gallons per day per household, consistent with the water use assumption incorporated within the SFPUC's UWMP. Daniel Steiner, Consulting Engineer, *Estimated Water Use by 500 Dwellings*, February 26, 2002. Demand calculation: proposed 46 units x 115 gallons per day = 5,290 gallons per day.

with the adopted zoning for the site, and therefore was considered in the UWMP and could be served by existing water facilities. Thus, the proposed project would not require the expansion of water facilities, resulting in a less-than-significant impact.

Impact UT-3: The proposed project would be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs. (Less than Significant)

The portion of San Francisco's waste that is not recycled is disposed of in the Altamont Landfill. The landfill is expected to remain operational for another 19 to 28 years, with an increase of 250 acres of fill area under an expansion plan. With the City's plan to increase recycling to 75 percent of the waste stream by 2010 and the Altamont Landfill expansion, the City's solid waste disposal demand could be met through at least 2026, once expansion of the Altamont Landfill occurs.

Disposal bins would be located at ground level between the Alexandria Theatre building and the mixed use building (see Figure 10, Mixed-Use Building Ground Floor, p. 16). Bins would be separated by commercial and residential use. Residents of the mixed-use building would be responsible for taking their trash to the ground level trash room.

The proposed restaurant would have about 200 seats. The project site is within the Geary Fast-Food Subdistrict, which does not permit restaurant uses that involve the sale of pre-prepared, ready-to-eat food for consumption on- or off-site. Such businesses can be notable sources of litter. The proposed project would include a traditional, cook-to-order restaurant. Therefore, the proposed project would not generate litter typical of fast-food restaurants.

Given the existing and anticipated increase in solid waste recycling and the proposed landfill expansion in size and capacity, the proposed project and cumulative development would not require the expansion of solid waste facilities, resulting in a less-than-significant impact.

Impact UT-4: The construction and operation of the proposed project would follow all applicable statutes and regulations related to solid waste. (No Impact)

The California Integrated Waste Management Act of 1989 (AB 939) requires municipalities to adopt an Integrated Waste Management Plan (IWMP) to establish objectives, policies, and programs relative to waste disposal, management, source reduction, and recycling. Reports filed by the San Francisco Department of the Environment showed the City generated 1.88 million tons of waste material in 2002. Approximately 63 percent (1.18 million tons) was diverted through recycling, composting, reuse, and other efforts while 700,000 tons went to a

landfill.⁵³ San Francisco residents currently divert approximately 72 percent of their solid waste to recycling and composting, bringing the City's residents closer to their goal of 75 percent diversion by 2010 and 100 percent by 2020.⁵⁴ The solid waste associated with the proposed project's construction would be required to divert 65 percent of all non-hazardous construction waste for recycling and reuse, as required by the Construction, Demolition and Debris Ordinance.

San Francisco Ordinance No. 27-06 requires a minimum of 65 percent of all construction and demolition debris to be recycled and diverted from landfills. Furthermore, the project would be required to comply with City's Ordinance 100-09, the Mandatory Recycling and Composting Ordinance, which requires everyone in San Francisco to separate their refuse into recyclables, compostables, and trash. With waste diversion and expansions that have occurred at the Altamont Landfill, there is adequate capacity to accommodate San Francisco's solid waste.

Therefore, solid waste generated from the project's construction and operation would not substantially affect the projected life of the landfill, and no associated impacts related to solid waste would occur.

Impact UT-5: In combination with past, present, and reasonably foreseeable future development in the project site vicinity, the proposed project would have a less-than-significant cumulative impact on utilities and service systems. (Less than Significant)

The proposed project would not substantially impact utility provision or service in the project area. Development of a duplex on Lot 7 would not contribute substantially to cumulative effects. Given that existing service management plans address anticipated growth in the region, the proposed project would not have a significant cumulative effect on utility service provision or facilities.

⁵³ San Francisco Office of the Controller, Community Indicators Report. Available on the internet at: http://www.sfgov.org/wcm_controller/community_indicators/physicalenvironment/index.htm. Accessed March 12, 2009.

⁵⁴ San Francisco Department of the Environment. Zero Waste. Website available at: <http://sfgov.org/site/frame.asp?u=http://www.sfenvironment.org>. Accessed February 11, 2009.

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
12. PUBLIC SERVICES— Would the project:					
a) Result in substantial adverse physical impacts associated with the provision of, or the 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 public services such as fire protection, police protection, schools, parks, or other services?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Impact PS-1: The proposed project would increase demand for fire protection, but not to an extent that would result substantial adverse impacts associated with the provision of such service. (Less than Significant)

The proposed project would increase the demand for fire protection services within the project area. The Richmond District is served by Division Two of the San Francisco Fire Department (SFFD). One of the most important criteria for effective firefighting is the response time needed to reach the site of the fire. Stations are strategically located to ensure adequate response times within the Richmond District. The project site is located between two fire stations, each approximately one-half mile from the site (Station 14, 551 26th Avenue, and Station 31, 441 12th Avenue). The proposed project would not require the expansion of fire protection facilities.

As noted above, under Checklist Item 3, Population and Housing, the proposed project would add about 105 residents and approximately ~~68~~74 net new employees to the project site. This would be an increase of approximately 0.01 percent in the City, and 1.5 percent within the area near the project site; the proposed project would increase the number of jobs by less than 0.02 percent. Since the additional approximately ~~173~~179 persons on site with the proposed project would not be significant relative to the number of residents and employees within the project vicinity, nor with regard to the expected increases in the population and employment of San Francisco, the proposed project would not be expected to result in significant project-level or cumulative impacts on fire protection and emergency services. In addition, the proposed project would be required to comply with all regulations of the California Fire Code, which establishes requirements pertaining to fire protection systems, including the provision of state-mandated smoke alarms, fire extinguishers, appropriate building access, and emergency response notification systems.

Impact PS-2: The proposed project would increase demand for police protection, but not to an extent that would result substantial adverse impacts associated with the provision of such service. (Less than Significant)

Development of the proposed project would add residential and retail uses to the project area. This increased intensity of uses could potentially increase the service calls to the San Francisco Police Department (SFPD). However, the increase in service calls associated with the proposed project would not likely be substantial in light of the existing demand for police services area-wide. Any illegal activities that occur presently in or around the parking lot would effectively be eliminated with the project. The Richmond Station, less than one mile from the project site, would be able to provide the necessary police services and crime prevention programs for the project area. The proposed project service demand would not require the expansion of police facilities.

The proposed project would not be expected to result in significant project-level or cumulative-level impacts on police services.

Impact PS-3: The proposed project would indirectly generate school students, but these new students would be accommodated within existing school facilities, and would not require new or physically altered school facilities, therefore, the impact to schools would be less than significant. (Less than Significant)

The proposed 46 residential units would result in a number of school-aged children living at the project site. The San Francisco Unified School District (SFUSD) provides school services to the Richmond District. There are a number of SFUSD elementary schools near the project site, the nearest being Alamo and Sutro. The nearest middle schools are Roosevelt and Presidio, and Washington is the nearest high school.⁵⁵ In the last decade, overall SFUSD enrollment has gradually declined. The decline stopped in the fall of 2008, when kindergarten enrollments began to increase, reflecting a growth in birth rates five years earlier. SFUSD projections indicate that elementary enrollment will continue to grow.⁵⁶ The number of elementary school students will eventually rise from 25,000 students in 2008 to 27,600 in 2013, representing an 11 percent increase in five years. After a slight decline in 2009 and 2010, middle school enrollment

⁵⁵ SFUSD, *Facilities Master Plan*, www.sfusd.org/apps/departments/school_operations/docs, accessed September 16, 2005.

⁵⁶ San Francisco Unified School District, *Capital Plan FY 2010-2019*, September 2009. Available at <http://portal.sfusd.edu/data/facilities/FINAL%20APPROVED%20CAPITAL%20PLAN%202010-2019%20Oct%2027%202009.pdf>, accessed February 11, 2010.

will increase again. However, in 2013 it will still stand below current enrollment (at 11,640 compared with 11,816 in 2008). High school enrollment will experience a continuous decline over the next five years, from 19,696 students in 2008 to 18,396 in 2013. District-wide enrollment as of Fall 2008 was 55,272. SFUSD has adopted a new student assignment policy to manage the projected growth in students. An increase in students associated with the proposed project would not substantially change the demand for schools, and no new facilities are expected to be needed to accommodate the students. The proposed project would thus result in a less-than-significant impact on schools.

Impact PS-4: The proposed project would increase demand for government services, but not to the extent that would result in significant physical impacts. (Less than Significant)

The addition of residents from the proposed project would increase the demand for library services and facilities and community centers. The Richmond/Senator Milton Marks library branch, less than one mile east of the project site, is among a list of existing San Francisco library facilities that would be upgraded (under the Branch Improvement Library Program, voter-approved as Proposition A in 2000) and would be able to accommodate the increase in demand for library services from the proposed project. Proposed project residents would have a variety of community centers/facilities open to them at the project site and in its vicinity. The Argonne Playground and Clubhouse provides athletic and social activities for people of all ages. The Richmond Recreation Center, approximately 1.5 blocks north of the project site, offers a wide variety of educational, arts and crafts, athletic, and social activities for all ages, including specialized activities for pre-schoolers, youths, and teens. The YMCA, though not a public facility, is also a neighborhood center for recreation and social activities. Since the upgraded library and various community facilities in the area would adequately serve the proposed project and existing population in the vicinity, the proposed project would not require the expansion of community facilities, resulting in a less-than-significant impact to library services and community centers.

These community facilities may use the parking lot that would be displaced by the proposed project. Parking is discussed under Checklist Item 5, Transportation and Circulation, p. 58.

The proposed project would not be expected to result in project-level or cumulative impacts on library services and community centers.

Impact PS-5: The proposed project, combined with past, present, and reasonably foreseeable future projects in the vicinity, would result in less-than-significant cumulative impacts to public services. (Less than Significant)

Public service providers accommodate growth within their service areas by responding to forecasted population growth and land use changes. Development of a duplex on Lot 7 would not contribute substantially to cumulative effects. The proposed project would not exceed growth projections for the area, would generally be consistent with the *General Plan*, and as such, would be accommodated in the projected cumulative demand for services.

<u>Topics:</u>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
13. 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 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"/>	<input type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (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"/>	<input 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 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"/>	<input type="checkbox"/>
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"/>	<input type="checkbox"/>

Impact BIO-1: The proposed project would not have a substantial adverse effect, either directly or through habitat modifications, on any special status species, sensitive natural community, protected wetlands, or conflict with an adopted conservation plan, or interfere with the movement of native resident or wildlife species or with established native resident or migratory wildlife corridors. (No Impact)

The project site is in a densely built urban environment. The project site includes the closed Alexandria Theatre building and a surface parking lot, and does not support or provide habitat for any rare or endangered wildlife or plant species. No special-status bird species are known to nest in the area. The project vicinity is an urban environment and experiences high levels of human activities, and only common bird species are likely to nest in the trees along Geary Boulevard. The proposed project would not substantially affect any rare or endangered animal or plant species or the habitat of such species, nor substantially diminish habitat for fish, wildlife or plants, or substantially interfere with the movement of migratory fish or wildlife species. The site does not contain or support wetlands; therefore there would be no impact to wetlands.

Impact BIO-2: Implementation of the proposed project would not conflict with local tree protection regulations. (Less than Impact)

The San Francisco Planning Department, Department of Building Inspection (DBI), and Department of Public Works (DPW) have established guidelines to ensure that legislation adopted by the Board of Supervisors governing the protection of trees, including street trees, is implemented. Public Works Code Section 8.02-8.11 requires disclosure and protection of Landmark, Significant and Street trees, collectively known as "protected trees," located on private and public property. A landmark tree has the highest level of protection and must meet certain criteria for age, size, shape, species location, historical association, visual quality, or other contribution to the City's character and has been found worthy of Landmark status after public hearings at both the Urban Forestry Council and the Board of Supervisors. A significant tree is either on property under the jurisdiction of the DPW, or on privately owned land within ten feet of the public right-of-way which satisfies certain criteria. Removal of a landmark, significant, or a street tree requires a permit from DPW. There are no trees within the project site, and no street trees would be removed as part of the proposed project. There are two street trees along Geary Boulevard, adjacent to the Alexandria Theatre frontage. The trees are approximately 10 feet from the edge of the theater. The proposed project would not require removal of these trees.

DPW requires adjacent trees to be protected during construction and additional trees to be added as feasible along certain streets. The proposed project would install streets trees along Geary Boulevard and 18th Avenue. The final number and placement requirement of such street trees would be subject to review and approval by DPW. The project would therefore not conflict with San Francisco's local tree preservation ordinance. In light of the above, the proposed project's conflict, if any, with local policies protecting biological resources such as trees would be an impact that is less than significant.

Impact BIO-3: The proposed project, combined with past, present, and reasonably foreseeable future projects in the vicinity, would make no contribution to cumulative biological impacts. (No Impact)

The proposed project would not have a significant impact on biological resources. Development of a duplex on Lot 7 would not contribute substantially to cumulative effects. The proposed project would not contribute to any potential significant cumulative effects on biological resources.

<u>Topics:</u>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
14. GEOLOGY AND SOILS—					
Would the project:					
a) Expose people or structures to 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"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<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, creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Change substantially the topography or any unique geologic or physical features of the site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Impact GE-1: The proposed project would result in exposure of people and structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, expansive soils, seismic ground-shaking, liquefaction, lateral spreading, or landslides; however, the impact would be less-than-significant. (Less than Significant)

The project sponsor has provided a Phase 1 Environmental Site Assessment prepared by AEI Consultants.⁵⁷ The proposed foundation for the mixed-use building is concrete and steel.

According to the report, the project site and vicinity slope down to the northwest, and the soil beneath the site consists of Holocene era beach and dune sand (characterized by yellowish-brown, yellow, or light-gray, well-sorted, fine- to medium- grained arkosic sand). Based on the site topography and nearby investigations, the local groundwater flow direction follows the natural site slope to the northwest. Excavation for the proposed new building could reach groundwater in order to construct the two below-ground parking levels; subsequently, perched groundwater may be encountered on-site and dewatering activities may be necessary. Any groundwater encountered during construction of the proposed project would be subject to requirements of the City's Industrial Waste Ordinance (Ordinance No. 199.77), requiring that groundwater meet specified water quality standards before it may be discharged into the sewer system. Furthermore, Mitigation Measure M-HY-1, p. 118, addresses dewatering. The Bureau of Systems Planning, Environment, and Compliance of the San Francisco Public Utilities Commission must be notified of projects necessitating dewatering, and may require water analysis before discharge. At the time of the building permit application process, the Department of Building Inspection (DBI) would require the project sponsor to prepare a geotechnical report pursuant to the State Seismic Hazards Mapping Act. The geotechnical

⁵⁷ AEI Consultants, *Phase 1 Environmental Site Assessment, 5400 Geary Boulevard, San Francisco, California, prepared for EastWest Bank, January 14, 2004.* This study is on file and available for public review at the Planning Department, 1650 Mission Street, 4th Floor.

report would determine if dewatering would be necessary and address the potential settlement and subsidence impacts of this dewatering. Based upon this discussion, the report would contain a recommendation as to whether or not a lateral movement and settlement survey should be done to monitor any movement or settlement of surrounding buildings and adjacent streets. If a monitoring survey is recommended, the DPW would require that a Special Inspector (as defined in Article 3 of the Building Code) be retained by the project sponsor to perform this monitoring.

The Community Safety Element of the *San Francisco General Plan* contains maps that show areas subject to geologic hazards. The project site is located in an area subject to groundshaking from earthquakes along the San Andreas and Northern Hayward Faults and other faults in the San Francisco Bay Area (Maps 2 and 3 in the Community Safety Element), but no major faults are located within one mile of the subject property. The Community Safety Element estimates that the groundshaking associated with an earthquake event up to a magnitude of 7.1 on the San Andreas or Hayward Faults would not cause structural damage in the project area. ABAG groundshaking maps indicate that an earthquake event between a magnitude of 7.2 and 7.9 on the San Andreas Fault would cause moderate structural damage at the project site.⁵⁸

The project site is not within an area of liquefaction potential (Map 4 in the Community Safety Element), a Seismic Hazards Study Zone designated by the California Division of Mines and Geology. As previously stated, at the time of the building permit application process, the DBI would require the project sponsor to prepare a geotechnical report pursuant to the State Seismic Hazards Mapping Act. The report would assess the nature and severity of the hazard(s) on the site and recommend project design and construction features that would reduce the hazard(s). To ensure compliance with all San Francisco Building Code provisions regarding structural safety, when the DBI reviews the geotechnical report and building plans for the proposed project, it will determine necessary engineering and design features for the project to reduce potential damage to structures from groundshaking and liquefaction. Therefore, potential damage to structures from geologic hazards on the project site would be mitigated through the DBI requirement for a geotechnical report and review of the building permit application pursuant to its implementation of the Building Code. As these procedures are required under existing DBI rules, no geotechnical mitigation measures are needed to avoid significant environmental impacts through the environmental review process. In addition, any changes incorporated into the foundation design required to meet the San Francisco Building Code

⁵⁸ ABAG Shaking Intensity Maps and Information, <http://www.abag.ca.gov/bayarea/eqmaps/mapsba.html>, accessed May 23, 2007.

Standards that are identified as a result of the DBI review process would constitute minor modifications of the proposed project and would not require additional environmental analysis. Compliance with existing regulations would ensure the proposed project has less than significant impact from geologic hazards, including groundshaking or liquefaction.

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

The proposed project would not substantially change the topography of the site or any unique geologic or physical features of the site. The majority of the project site would require 23 feet of excavation. Because the project sponsor is required to implement construction Best Management Practices listed on the Stormwater Pollution Prevention Program "Checklist for Construction Requirements," implementation of erosion and sedimentation control measures, as required by the City and/or resources agencies, would minimize short-term construction-related erosion impacts to less-than-significant.

Impact GE-3: The proposed project would not use septic tanks or alternative wastewater disposal systems, which would have soils incapable of adequately supporting them. (No Impact)

The proposed project would be connected to the existing sewer system and would not require use of septic systems. Therefore, this impact is not applicable to the proposed project.

Impact GE-5: The proposed project, in combination with past, present, and reasonably foreseeable future projects in the site vicinity, would result in less-than-significant impacts related to geology and soils. (Less than Significant)

Geology impacts are generally site-specific and do not have cumulative effects with other projects. The proposed project would not have a significant impact on geology or soil resources. Development of a duplex on Lot 7 would not contribute substantially to cumulative effects. Thus, the project would not contribute to any potential significant cumulative effects on geology or soils.

<u>Topics:</u>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
15. HYDROLOGY AND WATER QUALITY—					
Would the project:					
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion of siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other authoritative flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
j) Expose people or structures to a significant risk of loss, injury or death involving inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Impact HY-1: The proposed project would not violate water quality standards or otherwise substantially degrade water quality. (Less than Significant)

The project site is completely covered with impervious surfaces. The proposed project would not substantially affect the area of impervious surface at the site, and thus would not create additional surface runoff. All wastewater from the proposed project building, and storm water runoff from the project site, would flow into the city's combined sewer system to be treated at the Southeast Water Pollution Control Plant prior to discharge into San Francisco Bay. Treatment would be provided pursuant to the effluent discharge standards contained in the City's National Pollutant Discharge Elimination System (NPDES) permit for the plant. Additionally, compliance with the SMO in general will require the project to maintain or reduce the existing volume and rate of stormwater runoff at the site. To achieve this, the project would implement and install appropriate stormwater management systems that retain runoff onsite, promote stormwater reuse, and limit site discharges before entering the combined sewer collection system.

During construction, requirements to protect water quality would be implemented pursuant to San Francisco Building Code Chapter 33, Site Work, Demolition and Construction and the California Building Code Chapter 33, Excavation and Grading. These erosion reduction measures would ensure protection of water quality. As discussed above, stormwater runoff from project construction would drain to the combined sewer and stormwater system and be treated at the Southeast Water Pollution Control Plant. Additionally, the project sponsor has agreed to implement Mitigation Measure M-HY-1, which addresses construction-related water impacts. Furthermore, groundwater is not used as a drinking water supply in the City and County of San Francisco. Thus, the proposed project would not affect a public water supply. With implementation of Mitigation Measure M-HY-1, the proposed project would have a less-than-significant impact on water quality during and after construction.

Dewatering may be required in some areas of the project site. Any groundwater encountered during construction of the proposed project would be subject to requirements of the City's Industrial Waste Ordinance (Ordinance Number 199 77), requiring that groundwater meet specified water quality standards before it may be discharged into the sewer system. The Bureau of Systems Planning, Environment and Compliance of the SFPUC must be notified of projects necessitating dewatering, and may require water analysis before discharge. Should dewatering be necessary, the final soils report would address the potential settlement and subsidence impacts of this dewatering. Based upon this analysis, the report would contain a determination as to whether or not a lateral movement and settlement survey should be done to

monitor any movement or settlement of surrounding buildings and adjacent streets. If a monitoring survey is recommended, DPW would require that a Special Inspector (as defined in Article 3 of the *Building Code*) be retained by the project sponsor to perform this monitoring. These measures would ensure protection of water quality during construction of the proposed project. Therefore, groundwater resources would not be substantially degraded or depleted, and the project would not substantially interfere with groundwater recharge.

Mitigation Measure M-HY-1 would ensure that the project impacts to water quality remain less than significant at the cumulative level.

Mitigation Measure M-HY-1: Water

- a. In the event that dewatering becomes necessary, the project sponsor shall follow the recommendations of the geotechnical engineer or environmental remediation consultant, in consultation with the Bureau of Environmental Regulation and Management of the Department of Public Works, regarding treatment, if any, of pumped groundwater prior to discharge to the combined sewer system.

In the event that dewatering becomes necessary, groundwater pumped from the site shall be retained in a holding tank to allow suspended particles to settle, if this were found to be necessary by the Bureau of Environmental Regulation and Management of the Department of Public Works to reduce the amount of sediment entering the combined sewer system.

- b. The project sponsor shall require the general contractor to install and maintain sediment traps in local storm water intakes during construction to reduce the amount of sediment entering the combined sewer system, if this were found to be necessary by the Bureau of Environmental Regulation and Management of the Department of Public Works.

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

Groundwater is not used at the site and would not be used by the proposed project. No recharge areas or designated aquifers exist in the vicinity of the project site. Therefore, groundwater resources would not be substantially degraded or depleted, and the proposed project would not substantially interfere with groundwater recharge. Additionally, Mitigation Measure M-HY-1, below, addresses treatment of groundwater in the case of dewatering. With implementation of Mitigation Measure M-HY-1, the proposed project would not adversely affect groundwater resources.

Implementation of Mitigation Measure M-HY-1 would also ensure that the project impacts remain less than significant at the cumulative level.

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

The project site is completely covered with impervious surfaces and natural groundwater flow would continue under and around the site. Construction of the proposed project would not increase impervious surface coverage on the site nor reduce infiltration and groundwater recharge. Additionally, compliance with the SMO will require the project to maintain or reduce the existing volume and rate of stormwater runoff at the site by retaining runoff onsite, promoting stormwater reuse, and limiting site discharges before entering the combined sewer collection system. Therefore, the proposed project would not substantially alter existing groundwater quality or surface flow conditions.

Impact HY-4: The proposed project would not expose people, housing, or structures, to substantial risk of loss due to flooding. (Less than Significant)

Given that the project site is not located within a 100-year Flood Hazard Boundary, nor is it located in an area subject to inundation by seiche, tsunami or mudflow, there would be no project or cumulative impacts with regard to flooding.

Impact HY-5: The proposed project would not expose people or structures to a significant risk of loss, injury or death involving inundation by seiche, tsunami, or mudflow. (No Impact)

The project site is not on the San Francisco 20-foot Tsunami Runup Map; therefore, no significant tsunami hazards exist at the site. A seiche is an oscillation of a water body, such as a bay, which may cause local flooding. A seiche could occur on the San Francisco Bay due to seismic or atmospheric activity. However, based on the historical record, seiches are rare and there is no significant seiche hazard at the site. There is no mudslide hazard at the project site because the site and vicinity are fully-developed with no erosion-prone slopes. Thus, there would be no project-related significant impacts from seiche, tsunami or mudflow hazard.

Impact HY-6: The proposed project, in combination with past, present, and reasonably foreseeable future projects in the site vicinity, would result in less-than-significant cumulative impacts to hydrology and water quality. (Less than Significant)

The proposed project would not have a significant impact on hydrology or water quality. Development of Lot 7 would not contribute to cumulative effects. Thus, the project would not contribute to any potential significant cumulative effects on hydrology or water quality.

Mitigation Measure M-HY-1, below, has been incorporated to address potential effects of sediment entering the sewer system related to dewatering from construction of the proposed project. Implementation of this mitigation measure would reduce this potential effect to a less than significant level.

<u>Topics:</u>	<u>Potentially Significant Impact</u>	<u>Less Than Significant with Mitigation Incorporated</u>	<u>Less Than Significant Impact</u>	<u>No Impact</u>	<u>Not Applicable</u>
16. 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 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"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

The proposed project would involve the adaptive reuse of the closed Alexandria Theatre building, resulting in additional retail use, a return to active theater use, and a full-service restaurant. The proposed project would also construct a new mixed-use building, with ground floor retail uses. The proposed project would result in the onsite use of common types of hazardous materials, such as cleaners and disinfectants. These commercial products are labeled to inform users of potential risks and to instruct them in appropriate handling procedures. Businesses are required by law to ensure employee safety by identifying hazardous materials in the workplace, providing safety information to workers that handle hazardous materials, and adequately training workers. For these reasons, hazardous materials use during project operation would not pose any substantial public health or safety hazards related to hazardous materials and no impacts would be less than significant.

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

A Phase I Environmental Site Assessment (ESA) was prepared for the project site in January 2004 by AEI Consultants.⁵⁹ The Phase I ESA report lists current and past operations, reviews environmental agency databases and records, identifies site reconnaissance observations, and summarizes potential contamination issues regarding the project site, including both the existing Alexandria Theatre site and its adjacent parking lot.

The Phase 1 ESA, which included a search of all regulatory databases, concluded that there are no known on-site environmental conditions requiring remediation. The Alexandria Theatre building was constructed in 1923; the project site was formerly developed with a smaller two-story building occupied by a kindergarten and day school. As is typical of structures of that age, the building contains hazardous asbestos containing materials and lead-based paint. The demolition of the interior walls and construction activities could release hazardous building materials into the environment without proper handling. These issues are discussed below.

⁵⁹ AEI Consultants., *Phase 1 Environmental Site Assessment, 5400 Geary Boulevard, San Francisco, California, prepared for EastWest Bank, January 14, 2004.* This study is on file and available for public review at the Planning Department, 1650 Mission Street, 4th Floor.

Asbestos. Asbestos-containing materials were found within the closed Alexandria Theatre. The Phase 1 ESA determined that all asbestos-containing materials were in good condition and are not expected to pose a health and safety concern to the occupants of the theater at this time.⁶⁰ Potential asbestos-containing materials include the drywall, ceramic tiles, ceiling tiles, and roofing materials. Section 19827.5 of the California Health and Safety Code, adopted January 1, 1991, precludes local agencies from issuing demolition or alteration permits until an applicant has demonstrated compliance with notification requirements under applicable federal regulations regarding hazardous air pollutants, including asbestos. Because the proposed project would alter the building, it would be subject to the applicable federal regulations. The BAAQMD, vested by the California legislature with authority to regulate airborne pollutants, including asbestos, through both inspection and law enforcement must be notified ten days in advance of any proposed demolition or abatement work in accordance with state regulations.

BAAQMD notification includes: listing the names and addresses of operations and persons responsible; description and location of the structure to be demolished/altered including size, age, and prior use, and the approximate amount of friable asbestos; scheduled starting and completion dates of demolition or abatement; nature of planned work and methods to be employed; procedures to be employed to meet BAAQMD requirements; and the name and location of the waste disposal site to be used. The BAAQMD randomly inspects asbestos removal operations and will inspect any removal operation upon which a complaint has been received.

The local office of the State Occupational Safety and Health Administration (OSHA) must be notified of asbestos abatement activities. Asbestos abatement contractors must follow State regulations contained in 8CCR1529 and 8CCR341.6 through 341.14 where there is asbestos-related work involving 100 square feet or more of asbestos containing material. Asbestos removal contractors must be certified as such by the Contractors Licensing Board of the State of California. The owner of the property where abatement is to occur must have a Hazardous Waste Generator Number assigned by and registered with the Office of the California Department of Health Services in Sacramento. The contractor and hauler of the material is required to file a Hazardous Waste Manifest which details the hauling of the material from the site and its disposal. Pursuant to California law, the DBI would not issue the demolition permit until the project sponsor has complied with the notice requirements described above.

⁶⁰ AEI Consultants., Phase 1 Environmental Site Assessment, 5400 Geary Boulevard, San Francisco, California, January 14, 2004, p. 14.

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

Lead-Based Paint. Since the closed Alexandria Theatre was built in 1923, lead-based paint may be found in the theater. The Phase 1 ESA determined that both interior and exterior paint are in good condition and do not pose a health and safety concern at this time.⁶¹ The proposed adaptive reuse must comply with Chapter 36 of the San Francisco Building Code, Work Practices for Exterior Lead-Based Paint. Where there is any work that may disturb or remove lead-based paint on the exterior of any building built prior to December 31, 1978, Chapter 36 requires specific notification and work standards, and identifies prohibited work methods and penalties.

Chapter 36 applies to buildings or steel structures on which original construction was completed prior to 1979 (which are assumed to have lead-based paint on their surfaces), where more than a total of 10 square feet of lead-based paint would be disturbed or removed. The ordinance contains performance standards, including establishment of containment barriers, at least as effective at protecting human health and the environment as those in the US Department of Housing and Urban Development Guidelines (the most recent guidelines for Evaluation and Control of Lead-Based Paint Hazards) and identifies prohibited practices that may not be used in disturbance or removal of lead-based paint. Any person performing work subject to the ordinance shall make all reasonable efforts to prevent migration of lead paint contaminants beyond containment barriers during the course of the work, and any person performing regulated work shall make all reasonable efforts to remove all visible lead paint contaminants from all regulated areas of the property prior to completion of the work.

The ordinance also includes notification requirements, contents of notice, and requirements for signs. Notification includes notifying bidders for the work of any paint-inspection reports verifying the presence or absence of lead-based paint in the regulated area of the proposed project. Prior to commencement of work, the responsible party must provide written notice to the Director of the DBI of the location of the proposed project; the nature and approximate square footage of the painted surface being disturbed and/or removed; the anticipated start and completion dates for the work; whether the responsible party has reason to know or presume that lead-based paint is present; whether the building is residential or nonresidential, owner-occupied or rental property and the approximate number of dwelling units, if any; the dates by

⁶¹ AEI Consultants., Phase 1 Environmental Site Assessment, 5400 Geary Boulevard, San Francisco, California, January 14, 2004, p. 14.

which the responsible party has or will fulfill any tenant or adjacent property notification requirements; and the name, address, telephone number, and pager number of the party who will perform the work. (Further notice requirements include Sign When Containment is Required, Notice by Landlord, Required Notice to Tenants, Availability of Pamphlet related to protection from lead in the home, Notice by Contractor, Early Commencement of Work [by Owner, Requested by Tenant], and Notice of Lead Contaminated Dust or Soil, if applicable.) The ordinance contains provisions regarding inspection and sampling for compliance by DBI, and enforcement, and describes penalties for non-compliance with the requirements of the ordinance. Compliance with these San Francisco Building Code regulations and procedures would ensure that potential impacts of demolition, due to lead-based paint, would be reduced to a less than significant level.

Hydrocarbons. The asphalt parking lot would be removed with the proposed project. The asphalt would be broken up and removed from the site. The removal of the parking lot would not heat the asphalt and volatilize its organic components. Demolition of the parking lot would not result in release of hazardous materials from the asphalt.

Impact HZ-3: The project site is not located within one-quarter mile of an existing school and therefore would not emit hazardous emissions or handle hazardous material within the vicinity of a school (Less than Significant)

There are no schools within one quarter-mile of the site. Therefore the proposed project would not emit hazardous emissions or materials within one-quarter mile of a school, and this impact would be less than significant.

Impact HZ-4: The project site is not included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. (No Impact)

The project site is not on the Hazardous Waste and Substances Sites List, commonly called the "Cortese List," compiled by the California Department of Toxic Substances Control (DTSC) pursuant to Government Code Section 65962.5. The project site is not listed in database reports from State and federal regulatory agencies that identify businesses and properties that handle or have released hazardous materials or waste. The project site is not located on the list of hazardous materials sites, therefore no impact would occur.

Impact HZ-5: The proposed project would not expose people or structures to a significant risk of loss, injury or death involving fires, nor interfere with the implementation of an emergency response plan. (Less than Significant)

San Francisco ensures fire safety and emergency accessibility within new and existing developments through provisions of its Building and Fire Codes. The proposed project would conform to these standards, which may include development of an emergency procedure manual and an exit drill plan for the proposed development. Potential fire hazards (including those associated with hydrant water pressure and blocking of emergency access points) would be addressed during the permit review process. Conformance with these standards would ensure appropriate life safety protections for the residential structures. Consequently, the proposed project would not create a substantial fire hazard or interfere with emergency access plans. Compliance with existing codes and regulations would ensure that the proposed project has no impact related to emergency access.

Impact HZ-6: The proposed project, in combination with past, present, and reasonably foreseeable future projects in the site vicinity, would result in less-than-significant impacts related to hazards and hazardous materials. (Less than Significant)

Impacts from hazards are generally site-specific, and typically do not result in cumulative impacts. The proposed project would not have a significant impact on hazardous material conditions on the project site or vicinity. Development of Lot 7 is similarly expected to be subject to the same requirements as the proposed project. Thus, cumulative impacts would be less than significant.

<u>Topics:</u>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
17. MINERAL AND ENERGY 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 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 type="checkbox"/>	<input checked="" type="checkbox"/>
c) Encourage activities which result in the use of large amounts of fuel, water, or energy, or use these in a wasteful manner?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Impact ME-1: The proposed project would not result in the loss of availability of a known mineral resource or a locally-important mineral resource recovery site. (No Impact)

All land in San Francisco, including the project site, is designated Mineral Resource Zone 4 (MRZ-4) by the California Division of Mines and Geology (CDMG) under the Surface Mining and Reclamation Act of 1975 (CDMG, Open File Report 96-03 and Special Report 146 Parts I and II). This designation indicates that there is inadequate information available for assignment to any other MRZ and thus the site is not a designated area of significant mineral deposits. Since the project site is already developed, future evaluation or designation of the site would not affect or be affected by the proposed project.

Impact ME-2: Implementation of the proposed project would not encourage activities which would result in the use of large amounts of fuel, water, or energy, or use these in a wasteful manner. (Less than Significant)

New buildings in San Francisco are required to conform to energy conservation standards specified by the San Francisco Green Building Ordinance (SFGBO), which would require the project to meet various conservation standards. Specifically, the project would be required to achieve 25 GreenPoints, including meeting an energy standard of 15 percent more energy efficient than that required by Title 24, the California Building Code. Documentation showing compliance with the SFGBO standards is submitted with the application for the building permit. The SFGBO and Title 24 are enforced by the Department of Building Inspection. Other than natural gas and coal fuel used to generate the electricity for the proposed project, the project would not have a substantial effect on the use, extraction, or depletion of a natural resource. For this reason, the proposed project would not cause a wasteful use of energy and would have a less than significant effect on energy or natural resources.

While the proposed project would increase energy demand, which could cumulate with other projects, all projects would be required to adhere to existing regulations regarding energy. Therefore, there would be less than significant cumulative impacts related to energy. See also the discussion of electricity use under Checklist Item 10, Utilities and Service Systems, p. 103 and Checklist Item 11, Public Services, p. 107.

Impact ME-3: The proposed project, in combination with past, present, and reasonably foreseeable future projects in the site vicinity, would result in less-than-significant cumulative impacts to energy and minerals. (Less than Significant)

San Francisco consumers have recently experienced rising energy costs and uncertainties regarding the supply of electricity. The root causes of these conditions are under investigation and are the subject of much debate. Part of the problem may be that the state does not generate sufficient energy to meet its demand and must import energy from outside sources. Another part of the problem may be the lack of cost controls as a result of deregulation. The California Energy Commission (CEC) is currently considering applications for the development of new power-generating facilities in San Francisco, the Bay Area, and elsewhere in the state. These facilities could supply additional energy to the power supply "grid" within the next few years. These efforts, together with conservation, will be part of the statewide effort to achieve energy sufficiency. The project-generated demand for electricity would be negligible in the context of overall demand within San Francisco and the State, and would not in and of itself require a major expansion of power facilities. Development of Lot 7 would not contribute to cumulative effects. Therefore, the energy demand associated with the proposed project would not result in a significant physical environmental effect or contribute to a cumulative impact.

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
----------------	---------------------------------------	---	-------------------------------------	------------------	-----------------------

18. AGRICULTURE AND FOREST 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 Department of 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 the 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:

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, 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 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 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)) or timberland (as defined by Public Resources Code Section 4526)?	<input type="checkbox"/>	<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 land?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<u>Topics:</u>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
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 forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Impact AF-1: The proposed project would not result in the conversion of farmland or forest land to non-farm or non-forest use, nor would it conflict with existing agricultural or forest use or zoning. (No Impact)

The project site is located in an urban area, and therefore not agricultural in nature. The California Department of Conservation designates no land within the City boundaries as Williamson Act properties or important farmland.⁶² The proposed project would not convert farmland to a non-agricultural use, would not conflict with agricultural zoning or Williamson Act contracts, nor cause other changes that would lead to the conversion of Farmlands of Statewide Importance to nonagricultural use.

The project site is located in an urban area without forest lands. In addition, no trees are located on the project site. Therefore, the proposed project would not conflict with existing zoning for forest lands and would not result in the loss or conversion of current forest lands into non-forest lands.

<u>Topics:</u>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
----------------	---------------------------------------	---	-------------------------------------	------------------	-----------------------

19. MANDATORY FINDINGS OF SIGNIFICANCE—Would the project:

a) Have the potential to 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, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
--	--------------------------	-------------------------------------	--------------------------	--------------------------	--------------------------

⁶² San Francisco is identified as "Urban and Built Up Land" on the California Department of Conservation *Important Farmland of California Map, 2002*. This map is available for viewing on-line at the Department of Conservation website (http://www.consrv.ca.gov/DLRP/fmmp/images/fmmp2004_11_17.pdf), accessed for this report February 15, 2007.

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

The topics described above indicated that the proposed project would not result in a substantial adverse effect to human beings, either directly or indirectly.

Cumulative Impacts are addressed, where applicable, under the specific topics above. No potentially significant cumulative impacts would result from the proposed project.

F. MITIGATION MEASURES AND IMPROVEMENT MEASURES

MITIGATION MEASURES

Cultural and Paleontological Resources

Mitigation Measure M-CP-1, below, has been incorporated to address potential effects on archeological resources related to construction of the proposed project. Implementation of this mitigation measure would reduce this potential effect to a less than significant level.

Mitigation Measure M-CP-1: Architectural Resources

The Planning Department identified the following character-defining features of the building to be retained and respected in order to avoid a significant adverse effect. The project sponsor shall retain a preservation architect, pursuant to Secretary of Interiors Standards of professional qualification, to implement this measure. Furthermore, the project sponsor shall also submit a detailed drawing of the project plans for review by Planning Department and Preservation Staff.

Documentation/Recordation

Before an alteration permit is issued for interior work within the Alexandria Theatre, the project sponsor shall create a catalog of all the significant interior features, including but not limited to those identified in the HRER dated February 2006 and prepared by Jonathan Pearlman of

Elevation Architects. The catalogue shall include photographs of the significant interior features and written descriptions to include materials, dimensions of such features (plaster ornamentation and metalwork on walls and ceiling, murals, fixtures and furnishings), and locational/positional information.

Documentary photography shall meet the following standards:

- A. Readily Reproducible: Prints shall accompany all negatives.
- B. Durable: Photography must be archivally-processed and stored. Negatives are required on safety film only. Resin coated paper is not accepted. Color photography should also be taken but may not be substituted.
- C. Standard Sized: Sizes 4"x5", 5"x7" or 8"x10".

One copy of this catalog shall be given to the San Francisco History Center at the Main Public Library, and a second will be given to the *Planning Department*.

Floor

The recessed bowl floor was built in 1923 and altered in 1942, and is a significant feature in the development of the theater as a property type. It shall be partly preserved *in situ* by inserting a new frame floor suspended over the bowl to match with the exterior grade level.

The new floor within the main auditorium shall be set within this volume. The new floor shall not extend to the full interior width, nor be fully affixed to the exterior perimeter walls, so that from within the building a feeling of a former volume can be discerned and so that significant interior fixtures, such as murals, would not be altered, damaged, or destroyed.

The terrazzo floor connecting the sidewalk with the lobby, installed after the initial construction of the theater but during the period of significance, shall be retained.

Blade Sign and Marquee

The existing 1942 blade sign and marquee shall be preserved and restored. Chemical or physical treatments, such as sandblasting, that cause damage to historic materials, shall not be used.

Lobby & Stair

The building's main lobby shall be maintained as it was remodeled in 1942, and the main staircase shall continue to serve the tenants of the second floor. The main interior finishes of the lobby as well as the bulk of its shape and dimensions shall be maintained.

Mezzanine

The former mezzanine shall be remodeled to contain one theater space and a lounge, café, restaurant, or other use. (The final uses are to be determined).

Exterior Openings

On the exterior, no new openings shall be incorporated along the Geary Boulevard elevation. New openings shall be opened on the secondary façade on 18th Avenue, and shall be designed similarly to the storefronts on Geary Boulevard, with plate glass storefronts and storefront transoms. The main walls above the storefront assemblies shall have a minimum of new openings not to exceed those found on the Geary Boulevard elevation. These measures would preserve the feeling of mass that is important to the Egyptian revival architecture of the building. The proposed new openings on the east side façade shall not in any way alter or damage the murals or other significant features on the inside of the auditorium space or on the exterior of the building.

The northernmost two building bays that were added to the building in 1942 and are set on a slightly angled plane from 18th Avenue can, at the option of the project sponsor, be opened to a greater degree with glass windows. However, an appropriate amount of solid-to-void ratio shall be maintained so as not to significantly alter the character of the building.

General Historic Preservation and Monitoring

Related new construction shall not destroy historic materials that characterize the property and its environment. The new work shall be differentiated from the old to protect the historic integrity of the property and shall be compatible with the massing, size, scale, and architectural details to protect the historic integrity of the property and its environment.

The project sponsor shall retain the services of a preservation architect or architectural historian who meets the Secretary of the Interior's Standards Professional Qualifications Standards to oversee the preservation and restoration of significant features of the building and to review all

proposed changes to ensure that they would not denigrate or destroy significant architectural or decorative features.

Construction Measures

The project shall incorporate construction-phase measures to provide protection and avoid impacts on the historic theater, as proposed by the project sponsor. These construction measures shall include the following elements:

- a. Before the floors of the auditorium are under construction, plywood paneling shall be put in place to provide protection to the interior walls and ceiling as required.

If there is gross failure in the attempt to move historic materials, reconstruction as needed of damaged or destroyed materials shall be based on the documentation prepared as a condition of the project.

Mitigation Measure M-CP-2: Archeological Resources

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

Archeological monitoring program (AMP). The archeological monitoring program shall minimally include the following provisions:

- The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the AMP reasonably prior to any project-related soils disturbing activities commencing. The ERO in consultation with the project archeologist shall determine what project activities shall be archeologically monitored. In most cases, any soils disturbing activities, such as demolition, foundation removal, excavation, grading,

utilities installation, foundation work, driving of piles (foundation, shoring, etc.), site remediation, etc., shall require archeological monitoring because of the potential risk these activities pose to archaeological resources and to their depositional context;

- The archeological consultant shall advise all project contractors to be on the alert for evidence of the presence of the expected resource(s), of how to identify the evidence of the expected resource(s), and of the appropriate protocol in the event of apparent discovery of an archeological resource;
- The archaeological monitor(s) shall be present on the project site according to a schedule agreed upon by the archeological consultant and the ERO until the ERO has, in consultation with the archeological consultant, determined that project construction activities could have no effects on significant archeological deposits;
- The archeological monitor shall record and be authorized to collect soil samples and artifactual/ecofactual material as warranted for analysis;
- If an intact archeological deposit is encountered, all soils disturbing activities in the vicinity of the deposit shall cease. The archeological monitor shall be empowered to temporarily redirect demolition/excavation/pile driving/construction crews and heavy equipment until the deposit is evaluated. If in the case of pile driving activity (foundation, shoring, etc.), the archeological monitor has cause to believe that the pile driving activity may affect an archeological resource, the pile driving activity shall be terminated until an appropriate evaluation of the resource has been made in consultation with the ERO. The archeological consultant shall immediately notify the ERO of the encountered archeological deposit. The archeological consultant shall, after making a reasonable effort to assess the identity, integrity, and significance of the encountered archeological deposit, present the findings of this assessment to the ERO.

If the ERO in consultation with the archeological consultant determines that a significant archeological resource is present and that the resource could be adversely affected by the proposed project, at the discretion of the project sponsor either:

- A) The proposed project shall be re-designed so as to avoid any adverse effect on the significant archeological resource; or
- B) An archeological data recovery program shall be implemented, unless the ERO determines that the archeological resource is of greater interpretive than research significance and that interpretive use of the resource is feasible.

If an archeological data recovery program is required by the ERO, the archeological data recovery program shall be conducted in accord with an archeological data recovery plan (ADRP). The project archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the ADRP. The archeological consultant shall prepare a draft ADRP that shall

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

The scope of the ADRP shall include the following elements:

- *Field Methods and Procedures.* Descriptions of proposed field strategies, procedures, and operations.
- *Cataloguing and Laboratory Analysis.* Description of selected cataloguing system and artifact analysis procedures.
- *Discard and Deaccession Policy.* Description of and rationale for field and post-field discard and deaccession policies.
- *Interpretive Program.* Consideration of an on-site/off-site public interpretive program during the course of the archeological data recovery program.
- *Security Measures.* Recommended security measures to protect the archeological resource from vandalism, looting, and non-intentionally damaging activities.
- *Final Report.* Description of proposed report format and distribution of results.
- *Curation.* Description of the procedures and recommendations for the curation of any recovered data having potential research value, identification of appropriate curation facilities, and a summary of the accession policies of the curation facilities.

Human Remains, Associated or Unassociated Funerary Objects. The treatment of human remains and of associated or unassociated funerary objects discovered during any soils disturbing activity shall comply with applicable State and Federal Laws, including immediate notification of the Coroner of the City and County of San Francisco and in the event of the Coroner's determination that the human remains are Native American remains, notification of the California State Native American Heritage Commission (NAHC) who shall appoint a Most Likely Descendant (MLD) (Pub. Res. Code Sec. 5097.98). The archeological consultant, project sponsor, and MLD shall make all reasonable efforts to develop an agreement for the treatment of, with appropriate dignity, human remains and associated or unassociated funerary objects (CEQA Guidelines. Sec. 15064.5(d)). The agreement should take into consideration the appropriate

excavation, removal, recordation, analysis, curation, possession, and final disposition of the human remains and associated or unassociated funerary objects.

Final Archeological Resources Report. The archeological consultant shall submit a Draft Final Archeological Resources Report (FARR) to the ERO that evaluates the historical significance of any discovered archeological resource and describes the archeological and historical research methods employed in the archeological testing/monitoring/data recovery program(s) undertaken. Information that may put at risk any archeological resource shall be provided in a separate removable insert within the draft final report.

Copies of the Draft FARR shall be sent to the ERO for review and approval. Once approved by the ERO copies of the FARR shall be distributed as follows: California Archaeological Site Survey Northwest Information Center (NWIC) shall receive one (1) copy and the ERO shall receive a copy of the transmittal of the FARR to the NWIC. The Major Environmental Analysis division of the Planning Department shall receive three copies of the FARR along with copies of any formal site recordation forms (CA DPR 523 series) and/or documentation for nomination to the National Register of Historic Places/California Register of Historical Resources. In instances of high public interest or interpretive value, the ERO may require a different final report content, format, and distribution than that presented above.

Noise

Mitigation Measure M-NO-2, below, has been incorporated to address potential noise effects related to construction of the proposed project. Implementation of this mitigation measure would reduce this potential effect to a less than significant level.

Mitigation Measure M-NO-2: Construction Noise

If pile-driving is required, the project sponsor shall require its construction contractor to use noise-reducing pile driving techniques, if nearby structures are subject to pile driving noise and vibration. These techniques include pre-drilling pile holes (if feasible, based on soils) to the maximum feasible depth, installing intake and exhaust mufflers on pile driving equipment, vibrating piles into place when feasible, and installing shrouds around the pile driving hammer where feasible.

The project sponsor shall require project construction contractor(s) to pre-drill holes to the maximum depth feasible on the basis of soil conditions. Contractors shall be required to use construction equipment with state-of-the-art noise shielding and muffling devices.

Hydrology and Water Quality

Mitigation Measure M-HY-1: Water

- a. In the event that dewatering becomes necessary, the project sponsor shall follow the recommendations of the geotechnical engineer or environmental remediation consultant, in consultation with the Bureau of Environmental Regulation and Management of the Department of Public Works, regarding treatment, if any, of pumped groundwater prior to discharge to the combined sewer system.

In the event that dewatering becomes necessary, groundwater pumped from the site shall be retained in a holding tank to allow suspended particles to settle, if this were found to be necessary by the Bureau of Environmental Regulation and Management of the Department of Public Works to reduce the amount of sediment entering the combined sewer system.

- b. The project sponsor shall require the general contractor to install and maintain sediment traps in local storm water intakes during construction to reduce the amount of sediment entering the combined sewer system, if this were found to be necessary by the Bureau of Environmental Regulation and Management of the Department of Public Works.

IMPROVEMENT MEASURES

Transportation and Circulation

Improvement Measure I-TR-5a, I-TR-5b, and I-TR-5c, below, have been incorporated to address potential parking, loading, and construction effects related to construction of the proposed project. Implementation of these improvement measures would improve the less-than-significant impacts to parking, loading, and construction effects.

Improvement Measure I-TR-5a: Parking

As improvement measures to reduce the proposed project's parking demand and parking shortfall and to encourage use of alternative modes, the project sponsor would provide a transportation insert for the move-in packet that would provide information on transit service (MUNI and BART lines, schedules, and fares), information on where Fast Passes could be purchased, and information and an application for the Bay Area's RIDES carpooling program.

Improvement Measure I-TR-5b: Loading

The project sponsor shall request that two of the 11 metered parking spaces adjacent to the project site on 18th Avenue be converted to commercial vehicle loading/unloading spaces for a limited duration (e.g., from 8:00 a.m. to 3:00 p.m.).

This change to the existing curb parking regulation would need to be approved at a public hearing through the Department of Parking and Traffic.

Improvement Measure I-TR-5c: Construction Traffic

Any construction traffic occurring between 7:00 a.m. and 9:00 a.m. or 3:30 p.m. and 6:00 p.m. would coincide with peak hour traffic and could temporarily impede traffic and transit flow, although it would not be considered a significant impact. An improvement measure limiting truck movements to the hours between 9:00 a.m. and 3:30 p.m. (or other times if approved by the Traffic Engineering Department of Parking and Traffic (DPT)) would minimize disruption of the general traffic flow on adjacent streets during the AM and PM peak periods.

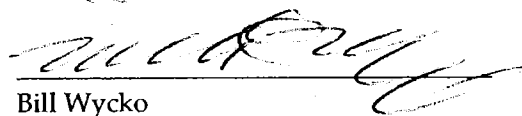
The project sponsor and construction contractor(s) shall meet with the DPT, the Fire Department, MUNI, the Planning Department, and other City agencies to determine feasible measures to reduce traffic congestion, including temporary bus stop relocation and other potential transit disruption and pedestrian circulation effects during construction of the proposed project. The temporary parking demand by construction workers shall be met on-site, on-street, or within other off-street parking facilities.

G. DETERMINATION

On the basis of this initial study:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, no further environmental documentation is required.

November 22, 2010
Date


Bill Wycko
Environmental Review Officer
for
John Rahaim
Director of Planning

H. INITIAL STUDY AUTHORS, CONSULTANTS, AND PROJECT SPONSOR TEAM

INITIAL STUDY AUTHORS

Planning Department, City and County of San Francisco
Environmental Planning
1650 Mission Street, Suite 400
San Francisco, CA 94103

Environmental Review Officer: Bill Wycko
Senior Environmental Planner: Rick Cooper
Environmental Planner: Chelsea Fordham and Leigh Kienker
Preservation Technical Specialists: Aaron Starr, Moses Corrette, and Tina Tam

INITIAL STUDY CONSULTANTS

Atkins (formerly PBS&J)
475 Sansome Street, Suite 2000
San Francisco, CA 94111

Michael Rice, Project Director
Trixie Martelino, Project Manager
Kirsten Chapman, Planner
Shadde Rosenblum, Transportation Planner
Jackie Ha, Word Processing and Graphics
Anthony Ha, Word Processing and Graphics

LCW Consulting (Transportation)
3990 20th Street
San Francisco, CA 94114
Luba Wyznyckyj

PROJECT SPONSOR

Alexandria Enterprises, LLC
2633 Ocean Avenue
San Francisco, CA 94132
Ronald Yu