



SAN FRANCISCO PLANNING DEPARTMENT

Executive Summary Conditional Use

HEARING DATE: SEPTEMBER 22, 2011

Date: September 15, 2011
Case No.: **2010.0681C**
Project Address: **275 VALENCIA STREET**
Zoning: NCT-3 (Moderate Scale Neighborhood Commercial Transit)
50-X Height and Bulk District
Block/Lot: 3532 / 091
Project Sponsor: John Goldman
Goldman Architects
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PROJECT DESCRIPTION

The Project proposes to demolish an existing surface parking lot and construct a new assembly space for the existing Annunciation Cathedral. This proposed expansion is the second phase of the Project Sponsor's program to rebuild its facilities that were lost to the 1989 Loma Prieta earthquake. The new 31,218 square-foot building would contain 12,718 square feet of assembly space, provide seating for approximately 677 people, and enable the church to relocate religious services from the existing multi-purpose room. The proposed two-story cathedral building would be 50 feet tall, with the dome extending to a height of 68 feet. The remaining area of 18,530 square-feet will contain underground parking that would be accessed from Valencia Street and would provide 58 off-street parking spaces. The existing building on the northern half of the project site would continue to be used for related activities such as community and classroom space with an accessory kitchen, a chapel, and administrative office space for the property owner, the United Greek Orthodox Community of San Francisco.

SITE DESCRIPTION AND PRESENT USE

The Project is situated on Lot 091 of Assessor's Block 3532; it is a through-lot with the main frontage of approximately 265-feet on the east side of Valencia Street and the rear frontage of approximately 250-feet on the west side of Stevenson Street. These frontages are bounded by Clinton Park alley to the north and 14th Street to the south. The property is located within an NCT-3 (Moderate Scale Neighborhood Commercial Transit) Zoning District, 50-X Height and Bulk District, and the Market & Octavia Area Plan. The site is approximately 46,575 square-feet and is developed with a 36,600 square-foot two-story religious facility (Annunciation Cathedral). This building contains a chapel, multi-purpose hall, and classrooms. There is an accessory

surface parking lot to the south of the existing building which provides 61 on-site parking spaces and is approximately 18,455 square-feet.

SURROUNDING PROPERTIES AND NEIGHBORHOOD

The Project site is situated at the southwest corner of Block 3532 which is generally bounded to the north by Duboce Avenue, to the east by Mission Street, to the south by 14th Street, and to the west by Valencia Street. This block is somewhat atypical in that the Woodward Street, Stevenson Street, and Clinton Park alleys break up the block into smaller sections. Immediately north of the subject property is a one-story auto repair facility. Further north are two- to three-story mixed use buildings. To the east of the property is Stevenson Street, across from which are a two-story industrial warehouse and a surface parking lot. Directly south of the property is a 5-story mixed-use project presently under construction and approved by the Planning Commission (Case 2006.0432C, "299 Valencia Street"). Beyond this structure and across 14th Street are two three-story apartment buildings and the former State Armory and Arsenal. Finally, to the west of the property directly across Valencia Street, are three- to five-story mixed-use developments with ground floor commercial space and a four-story educational institution, the Friends School.

The partitioning of the block with alleys has served to generate a variety of uses such as medium-density residential, mixed-use, commercial, and light-industrial. The varied zoning of this block reinforces the diversity of such uses - portions of the block are zoned as NCT-3, UMU (Urban Mixed-Use), PDR-1-G (General Production, Distribution and Repair), and RM-1 (Mixed Residential) Districts. The block also has varied height limits ranging from 40-X to 68-X. Ultimately, this mixed development pattern is characteristic of the site's location at the southwest corner of the Market Octavia Neighborhood, which is zoned to serve as a transition from Market Street into the Valencia Neighborhood Commercial corridor upon crossing 14th Street.

ENVIRONMENTAL REVIEW

The proposal was determined to be categorically exempt per Section 15183 of the California Environmental Quality Act guidelines (see attached certificate).

HEARING NOTIFICATION

TYPE	REQUIRED PERIOD	REQUIRED NOTICE DATE	ACTUAL NOTICE DATE	ACTUAL PERIOD
Classified News Ad	20 days	September 2, 2011	August 31, 2011	22 days
Posted Notice	20 days	September 2, 2011	September 2, 2011	20 days
Mailed Notice	20 days	September 2, 2011	September 1, 2011	21 days

The proposal requires a Section 312-neighborhood notification, which was conducted in conjunction with the conditional use authorization process.

PUBLIC COMMENT

- To date, the Department has received comments from one neighborhood resident who is in support of the project; however they have concerns related to ongoing construction activities along Valencia Street. The individual requested that the subject project's construction hours be limited to 9AM to 5PM, Monday through Friday, as a condition of approval. The resident also requested that the project be held to a strict timeline as to expedite the construction process.

ISSUES AND OTHER CONSIDERATIONS

- Section 121.1 requires that the enlargement of existing facilities or new construction on a lot greater than 10,000 square-feet, and within an NCT-3 district, results in development that is compatible with the existing scale of the neighborhood. The massing of the proposed structure is appropriate given the immediate context of three- to five-story mixed use buildings, the Friends School, and the State Armory and Arsenal, all located within close proximity of the site. Additionally, the Project's design is compatible with the overall neighborhood character and incorporates positive streetscape features such as additional landscaping, seating and bike parking within the public realm.
- Section 121.2 requires that any expansion of a use larger than 6,000 square-feet within an NCT-3 district serve a neighborhood serving purpose and will not displace other needed neighborhood serving uses. The proposed expansion is not expected to increase membership and attendance of the religious facility. Rather, the intent is to *relocate* religious services from the existing multi-purpose room in the northern building to the new cathedral. Given that the existing off-street parking lot is accessory to the church, no neighborhood serving uses would be displaced from the lot.
- The Planning Department does not control construction hours or impose restricted hours on individual projects. The neighbor has been informed that the Department of Building Inspection (DBI) regulates construction operations and the allowable hours are set at 7AM to 8PM, 7 days a week. The neighbor was also given information on San Francisco's Noise Ordinance which details the allowable decibel level for construction activities and the manner in which an individual can register complaints with DBI. Although the Project Sponsor has not yet responded to this inquiry, a similar concern was raised at the pre-application meeting held on April 20, 2010. The Project Sponsor plans to comply with the law for allowable construction hours.

REQUIRED COMMISSION ACTION

In order for the project to proceed, the Commission must grant Conditional Use Authorization to allow the enlargement of a religious institution within the NCT-3 zoning district, pursuant to Planning Code Sections 121.1 and 121.2.

BASIS FOR RECOMMENDATION

- The Project will replace a surface parking lot with an active use along Valencia Street and will improve upon the overall streetscape environment.
- The Project provides development that is desirable and compatible with the scale and massing of the surrounding neighborhood.
- The Project is a neighborhood-serving use and will not result in a displacement of other needed neighborhood uses.
- The Project will not result in any negative traffic impacts as the proposal relocates a pre-existing use from the adjacent assembly hall into the new cathedral.
- The Project meets all applicable requirements of the Planning Code.
- The Department has not received any opposition to the proposal.

RECOMMENDATION: Approval with Conditions
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Attachments:

Zoning Map

Height and Bulk Map

Block Book Map

Sanborn Map

Draft Motion

Certificate of Determination – Exemption from Environmental Review

Public Correspondence

Project Sponsor Submittal, including:

- Site Photographs

- Reduced Plans

Attachment Checklist

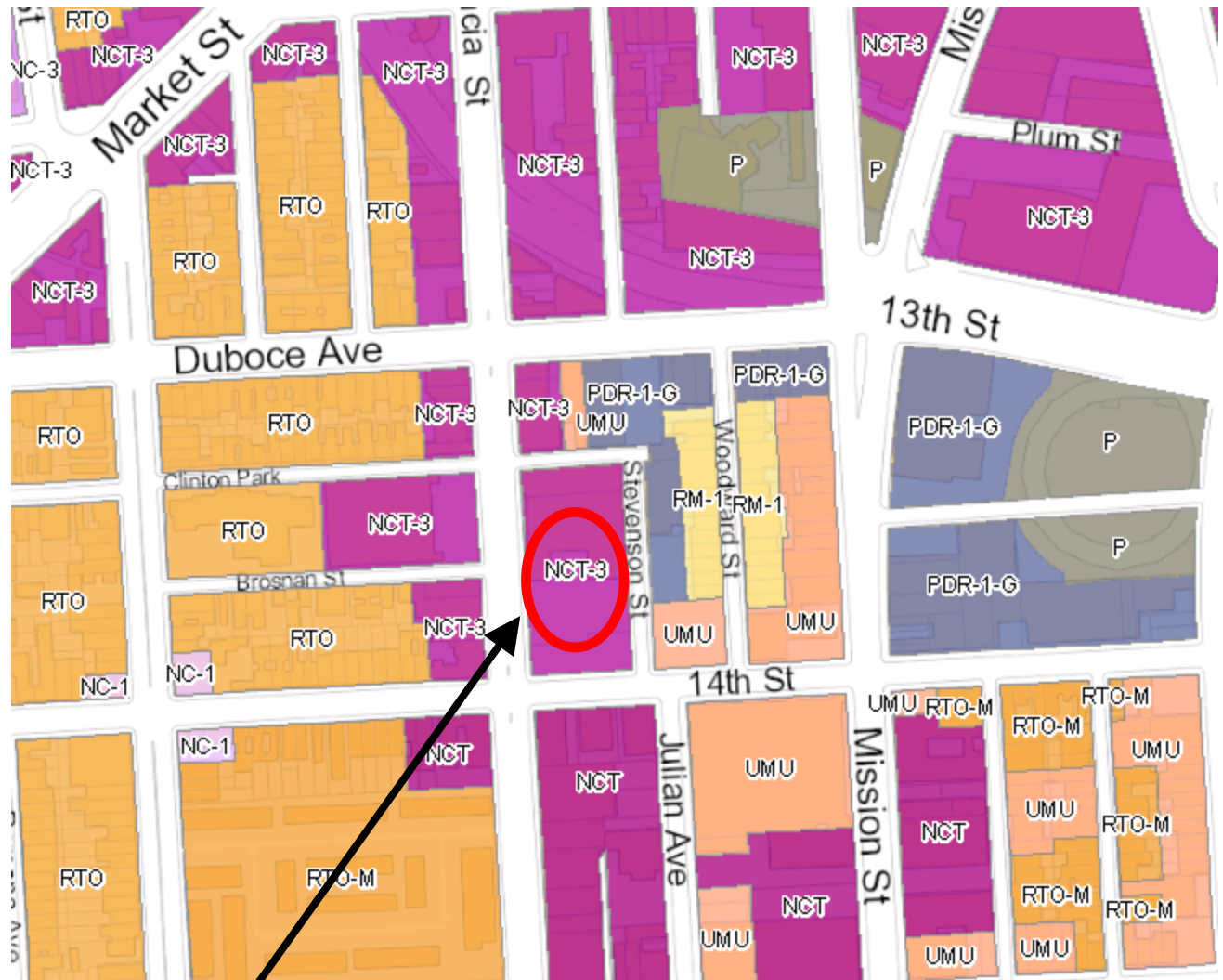
- | | |
|---|---|
| <input checked="" type="checkbox"/> Executive Summary | <input checked="" type="checkbox"/> Project sponsor submittal |
| <input checked="" type="checkbox"/> Draft Motion | Drawings: <u>Existing Conditions</u> |
| <input checked="" type="checkbox"/> Environmental Determination | <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 type="checkbox"/> Health Dept. review of RF levels |
| <input checked="" type="checkbox"/> Sanborn Map | <input type="checkbox"/> RF Report |
| <input checked="" type="checkbox"/> Aerial Photo | <input type="checkbox"/> Community Meeting Notice |
| <input checked="" type="checkbox"/> Context Photos | <input type="checkbox"/> Inclusionary Affordable Housing Program:
Affidavit for Compliance |
| <input checked="" type="checkbox"/> Site Photos | |

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

Planner's Initials

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Zoning Map

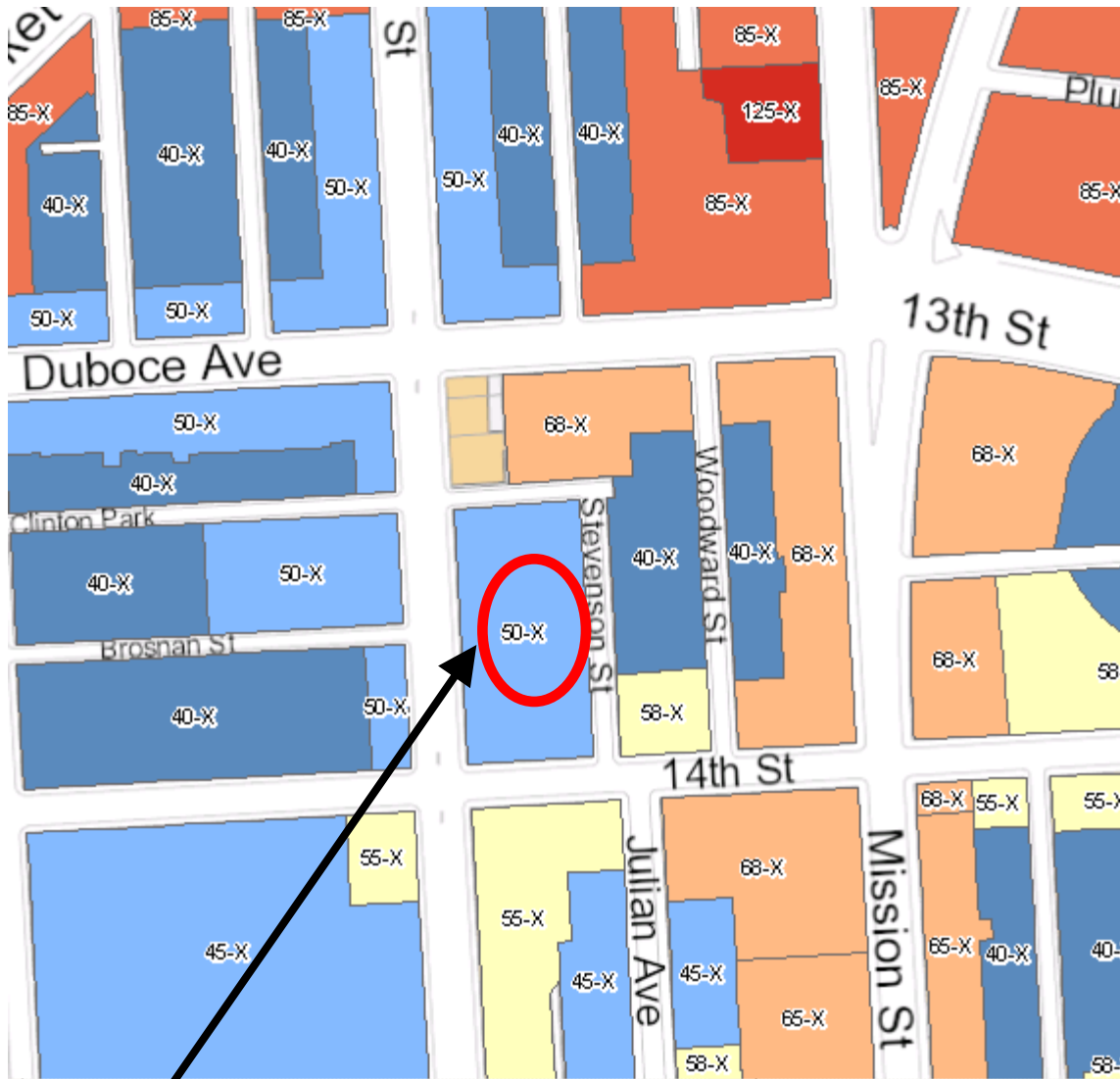


SUBJECT PROPERTY



Conditional Use Authorization
Case Number 2010.0681C
Religious Institution (Annunciation Cathedral)
275 Valencia Street

Height and Bulk Map



SUBJECT PROPERTY



Conditional Use Authorization
Case Number 2010.0681C
Religious Institution (Annunciation Cathedral)
275 Valencia Street

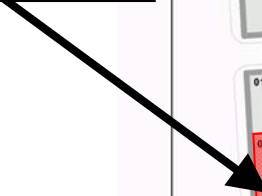
Parcel Map

BLOCK 3532

Printed: 22 August, 2011



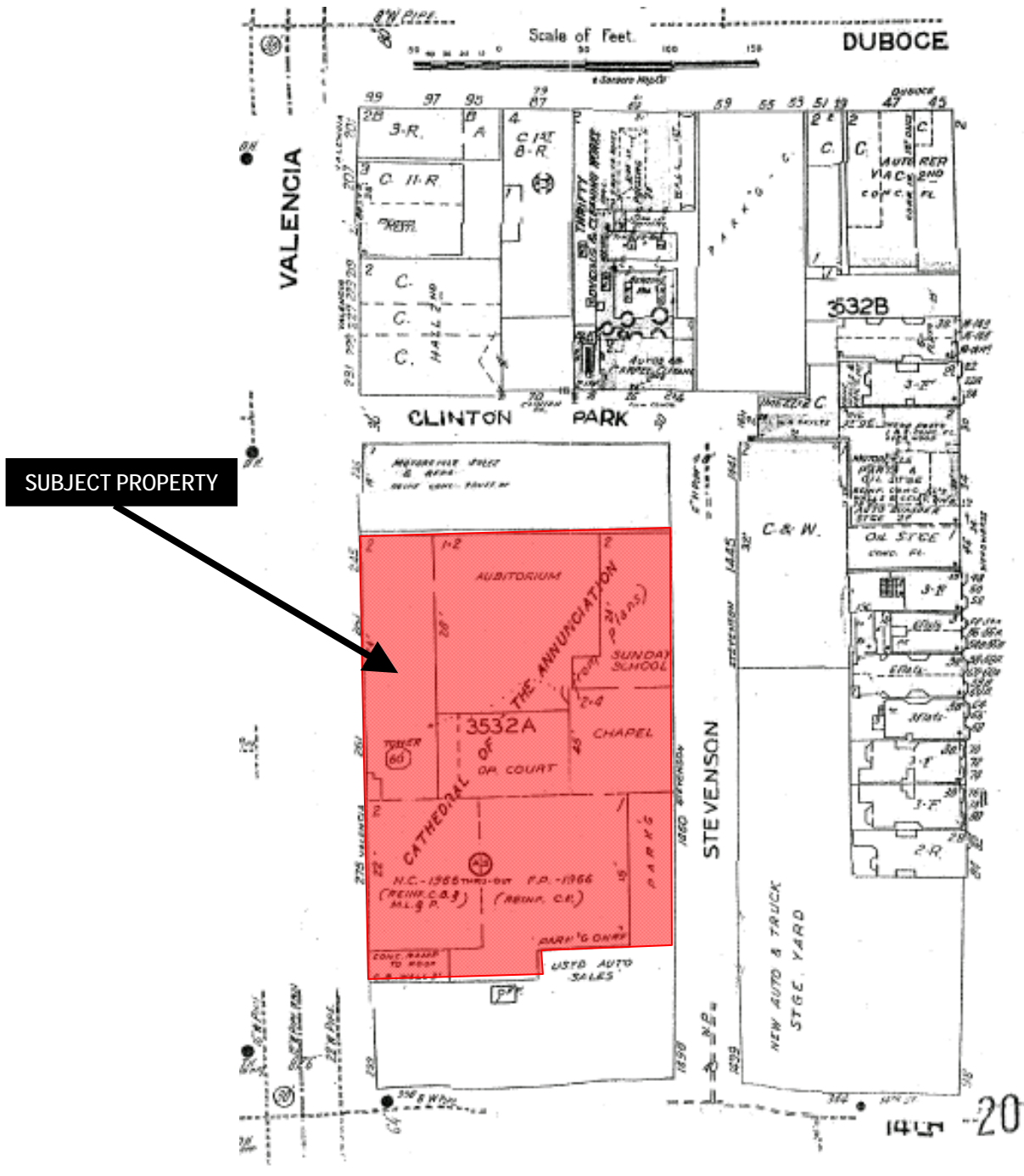
SUBJECT PROPERTY



Conditional Use Authorization
Case Number 2010.0681C
Religious Institution (Annunciation Cathedral)
275 Valencia Street



Sanborn Map*



SUBJECT PROPERTY

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



Aerial Photo



SUBJECT PROPERTY



Conditional Use Authorization
Case Number 2010.0681C
Religious Institution (Annunciation Cathedral)
275 Valencia Street



SAN FRANCISCO PLANNING DEPARTMENT

Subject to: (Select only if applicable)

- | | |
|--|--|
| <input type="checkbox"/> Affordable Housing (Sec. 415) | <input type="checkbox"/> First Source Hiring (Admin. Code) |
| <input type="checkbox"/> Jobs Housing Linkage Program (Sec. 413) | <input type="checkbox"/> Child Care Requirement (Sec. 414) |
| <input type="checkbox"/> Downtown Park Fee (Sec. 412) | <input type="checkbox"/> Other |

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Planning Commission Draft Motion

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ADOPTING FINDINGS RELATING TO THE APPROVAL OF CONDITIONAL USE AUTHORIZATION PURSUANT TO PLANNING CODE SECTIONS 121.1, 121.2, AND 303, FOR AN EXPANSION OF AN EXISTING RELIGIOUS INSTITUTION (ANNUNCIATION CATHEDRAL) TO REPLACE THE EXISTING SURFACE PARKING LOT WITH A NEW 50 FOOT TALL AND 31,218 SQUARE FOOT CATHEDRAL BUILDING WITH A DOME EXTENDING TO A HEIGHT OF 68 FEET WITH 58 OFF-STREET PARKING SPACES WITHIN AN NCT-3 (MODERATE SCALE NEIGHBORHOOD COMMERCIAL TRANSIT) ZONING DISTRICT, 50-X HEIGHT AND BULK DISTRICT, AND THE MARKET & OCTAVIA AREA PLAN.

PREAMBLE

On August 12, 2010, John Goldman (hereinafter "Project Sponsor") filed an application with the Planning Department (hereinafter "Department") for Conditional Use Authorization under Planning Code Sections 121.1, 121.2, and 303, for an expansion of an existing religious institution (Annunciation Cathedral) to replace the existing surface parking lot with a new 50 foot tall and 31,218 square foot cathedral building with 58 off-street parking spaces within an NCT-3 (Moderate Scale Neighborhood Commercial Transit) Zoning District, 50-X Height and Bulk District, and the Market & Octavia Area Plan.

On September 22, 2011, the San Francisco Planning Commission (hereinafter "Commission") conducted a duly noticed public hearing at a regularly scheduled meeting on Conditional Use Application No. 2010.0681C.

The environmental effects of the Project were determined by the San Francisco Planning Department (hereinafter "Department") to have been fully reviewed under the Market & Octavia Plan Environmental Impact Report (hereinafter "Market & Octavia EIR"). The Market & Octavia EIR was prepared, circulated for public review and comment, and, by Motion No. 17406, certified by the Commission as complying with the California Environmental Quality Act (Cal. Pub. Res. Code Section 21000 et seq., hereinafter "CEQA"). The Commission has reviewed the Market & Octavia Final EIR, which has been available for this Commission's review as well as public review.

The Market & Octavia EIR is a Program EIR. Pursuant to CEQA Guideline 15168(c)(2), if the lead agency finds that no new effects could occur or no new mitigation measures would be required of a proposed project, the agency may approve the project as being within the scope of the project covered by the program EIR, and no additional or new environmental review is required. The Commission adopted CEQA Findings in its Motion No. 17661 and hereby incorporates such Findings by reference. All mitigation measures adopted as part of these findings will be applied to the Project, as applicable, and as discussed in the Certificate of Exemption for this Project.

Additionally, State CEQA Guidelines Section 15183 provides an exemption from environmental review for projects that are consistent with the development density established by existing zoning, community plan or general plan policies for which an EIR was certified, except as might be necessary to examine whether there are project-specific effects which are peculiar to the project or its site. Section 15183 specifies that examination of environmental effects shall be limited to those effects that (a) are peculiar to the project or parcel on which the project would be located, (b) were not analyzed as significant effects in a prior EIR on the zoning action, general plan or community plan with which the project is consistent, (c) are potentially significant off-site and cumulative impacts which were not discussed in the underlying EIR, and (d) are previously identified in the EIR, but which are determined to have a more severe adverse impact than that discussed in the underlying EIR. Section 15183(c) specifies that if an impact is not peculiar to the parcel or to the proposed project, then an EIR need not be prepared for that project solely on the basis of that impact.

Pursuant to the Guidelines of the State Secretary of Resources for the implementation of the California Environmental Quality Act (CEQA), on September 2, 2011, the Planning Department of the City and County of San Francisco (hereinafter "Department") determined that the proposed application was exempt from the environmental review process per Section 15183 of the CEQA Guidelines and California Public Resources Code Section 21083.3. The Project is consistent with the adopted zoning controls in the Market & Octavia Area Plan and was encompassed within the analysis contained in the Market & Octavia Final EIR. Since the Market & Octavia Final EIR was finalized, there have been no substantial changes to the Market & Octavia Area Plan and no substantial changes in circumstances that would require major revisions to the Final EIR 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 Final EIR. The file for this project, including the Market & Octavia Final EIR and the Community Plan Exemption

certificate, is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, 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 applicant, Department staff, and other interested parties.

MOVED, that the Commission hereby authorizes the Conditional Use Authorization requested in Application No. 2010.0681C, 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 situated on Lot 091 of Assessor's Block 3532; it is a through-lot with the main frontage of approximately 265-feet on the east side of Valencia Street and the rear frontage of approximately 250-feet on the west side of Stevenson Street. These frontages are bounded by Clinton Park alley to the north and 14th Street to the south. The property is located within an NCT-3 (Moderate Scale Neighborhood Commercial Transit) Zoning District, 50-X Height and Bulk District, and the Market & Octavia Area Plan. The site is approximately 46,575 square-feet and is developed with a 36,600 square-foot two-story religious facility (Annunciation Cathedral) which includes a chapel, multi-purpose hall, and classrooms. There is also an accessory surface parking lot immediately south of the existing building that provides 61 on-site parking spaces and is approximately 18,455 square-feet. This is where the proposed building will be located.
3. **Surrounding Properties and Neighborhood.** The Project site is situated at the southwest corner of Block 3532 which is generally bounded to the north by Duboce Avenue, to the east by Mission Street, to the south by 14th Street, and to the west by Valencia Street. This block is somewhat atypical in that the Woodward Street, Stevenson Street, and Clinton Park alleys break up the block into smaller sections. Immediately north of the subject property is a one-story auto repair facility. Further north are two- to three-story mixed use buildings. To the east of the property is Stevenson Street, across from which are a two-story industrial warehouse and a surface parking lot. Directly south of the property is a 5-story mixed-use project presently under construction and approved by the Planning Commission (Case 2006.0432C, "299 Valencia Street"). Beyond this structure and across 14th Street are two three-story apartment buildings and the former State Armory and Arsenal. Finally, to the west of the property, directly across Valencia Street, are three- to five-story mixed-use developments with ground floor commercial space and a four-story educational institution, the Friends School.

The partitioning of the block with alleys has served to generate a variety of uses such as medium-density residential, mixed-use, commercial, and light-industrial. The varied zoning of this block reinforces the diversity of such uses - portions of the block are zoned as NCT-3, UMU (Urban Mixed-Use), PDR-1-G (General Production, Distribution and Repair), and RM-1 (Mixed Residential) Districts. The block also has varied height limits ranging from 40-X to 68-X. Ultimately, this mixed development pattern is characteristic of the site's location at the southwest corner of the Market Octavia Neighborhood, which is zoned to serve as a transition from Market Street into the Valencia Neighborhood Commercial corridor upon crossing 14th Street.

4. **Project Description.** The Project proposes to demolish an existing surface parking lot and construct a new assembly space for the existing Annunciation Cathedral. This proposed expansion is the second phase of the Project Sponsor's program to rebuild its facilities that were lost in the 1989 Loma Prieta earthquake. The new 31,218 square-foot building would contain 12,718 square-feet of assembly space, provide seating for approximately 677 people, and enable the relocation of religious services from the existing multi-purpose room. The proposed two-story cathedral building would be 50 feet tall, with the dome extending to a height of 68 feet. The remaining area of 18,530 square-feet will contain underground parking that would be accessed from Valencia Street and would provide 58 off-street parking spaces. The existing building on the northern half of the project site would continue to be used for related activities such as community and classroom space with an accessory kitchen, a chapel, and administrative office space for the property owner, the United Greek Orthodox Community of San Francisco.
5. **Public Comment.** The Department has received comment from only one neighbor regarding this project. The concern stems from ongoing construction on this block of Valencia Street and the resulting noise. The neighbor requested that the hours of construction for the subject project be limited to 9AM to 5PM, Monday through Friday. The neighbor also requested that the Project Sponsor be held to expedite the construction as to minimize neighborhood disturbances. The neighbor has been informed that the Department of Building Inspection (DBI) regulates construction hours and that those are set at 7AM to 8PM, 7 days a week. The neighbor was also given information on San Francisco's Noise Ordinance which details the allowable decibel level for construction activities and the manner in which an individual can register complaints with DBI. Although the Project Sponsor has not yet responded to this inquiry, a similar concern was raised at the pre-application meeting held on April 20, 2010. The Project Sponsor plans to comply with the law for allowable construction hours.
6. **Planning Code Compliance:** The Commission finds that the Project is consistent with the relevant provisions of the Planning Code in the following manner:
 - A. **Neighborhood Commercial Permit Review.** Planning Code Section 312 requires neighborhood notification for the expansion of a large institution/religious facility, as defined by Planning Code Section 790.50(d) for lots within a Neighborhood Commercial District.

The Project Sponsor intends to enlarge an existing large institution/religious facility (Annunciation Cathedral) within a NCT-3 (Moderate Scale Neighborhood Commercial Transit) Zoning District. Section 312 notification was conducted in conjunction with the Conditional Use Authorization notification.

- B. Large Institutional (Religious Facility) Use.** Planning Code Section 731.81 identifies a large institution as a principally-permitted use on the first story and above in the NCT-3 Zoning District.

The Proposed Project is for the expansion of an existing religious institution and is a principally permitted use within this zoning district.

- C. Height and Bulk.** In the 50-X Height and Bulk District, the Planning Code allows building heights up to 50-feet and does not restrict bulk. Section 260(b)(1)(D) permits ornamental and symbolic features of public and religious buildings and structures to extend above the height limit provided that the horizontal areas of these features do not exceed 20 percent of the horizontal area of the roof.

The Project consists of a two-story cathedral building that would be 50-feet tall, with the dome extending to a height of 68-feet. The cathedral building also has two towers that extend to 52-feet. The horizontal area of these three features does not exceed 20 percent of the total horizontal roof area.

- D. Floor Area Ratio.** Section 124 establishes a basic floor area ratio limit of 3.6:1 (gross floor area to lot area) within an NCT-3 Zoning District.

The expansion of the religious facility and subsequent development of the cathedral results in a floor area ratio of 1.1 and is under the limit mandated by Section 124.

- E. Rear Yard.** Section 134 establishes minimum required rear yards in all zoning districts. The rear yard is generally a function of lot depth, with the exception of corner lots. Planning Code Section 134(a)(1) requires a minimum rear yard depth equal to 25 percent of the total lot depth at the lowest story containing a dwelling unit, and at each succeeding story in all NC districts.

The Project does not contain a residential use and is not subject to this Code Section.

- F. Streetscape and Pedestrian Improvements.** Section 138.1 requires that additions greater than 20 percent of the existing floor area provide a street tree for every 20-feet of lot frontage. Additionally, for lots that are also greater than half an acre (21,780 square-feet), proposals must submit a streetscape plan that is consistent with the Better Streets Plan.

Section 138.1 requires 13 trees along the 265-foot Valencia Street frontage and 13 trees along the 250-foot Stevenson Street frontage. The Project Site has eight existing trees along Valencia Street and ten existing trees along Stevenson Street. The proposal includes adding eight more trees between the two frontages. The Project has also provided a streetscape plan which addresses the lot frontage

on Valencia Street where work is to occur. Improvements include enlarged tree beds, additional landscaping, benches, bike racks, and a scored concrete sidewalk.

- G. **Shadow.** Section 295 prohibits any structure that exceeds 40-feet in height from casting any shade or shadow upon any property under the jurisdiction of, or designated for acquisition by, the Recreation and Parks Commission, with certain exceptions identified in the Sunlight Ordinance.

A shadow fan was developed based on the drawings submitted with the application to determine the shadow impact of the project on properties protected by the Sunlight Ordinance. The fan indicates that there is no shadow impact from the subject property on any property protected by the Ordinance.

- H. **Parking.** Planning Code Section 731.22 requires no parking for any use in the NCT-3 Zoning District.

The existing church has a surface parking lot with 61 off-street parking spaces. The new underground garage will contain 58 off-street parking spaces. The maximum allowed parking in the NCT-3 district for a church use would be 1 parking space per 20 seats. The new and existing buildings include 2,324 seats, which would set the maximum allowed off-street parking at 116 spaces. The Project is below this limit.

- I. **Bicycle Parking.** Planning Code Section 155.2 requires private garages to provide at least 6 bicycle spaces, regardless of the size of the garage. Garages with between 120 and 500 parking spaces must provide one bicycle space for every 20 parking spaces.

The Project includes a private garage with 58 parking spaces. It complies with the requirement to provide 6 secure bicycle spaces in the underground garage that are accessible through the driveway entrance along Valencia Street.

7. **Planning Code Section 303** 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 new 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 size of the proposed use is consistent with the mass and scale of other existing buildings on the block face. The proposal will fit within the predominating three- to five-story building scale established by the existing mixed-use structures, the State Armory and Arsenal, and the Friends School. Additionally, the apex of the cathedral's dome is setback 81-feet from the property's Valencia Street frontage, and 99-feet from the Stevenson Street frontage. This setback serves to minimize the impact of the dome's 68-foot height. The design is typical of a religious institution with elements that articulate the mass and provide visual interest.

The proposed church expansion will not impact traffic or parking in the area because it will not increase the number of existing members that attend the church.

- 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. The nature of proposed site, including its size and shape, and the proposed size, shape and arrangement of structures;

The height and bulk of the proposed building will not alter the existing appearance or character of the neighborhood. While designed as a religious institution, the scale of the Project is compatible with the dominant building form of the 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 Planning Code does not require parking or loading for the proposed use. The proposed use will not generate significant amounts of additional vehicular trips from the immediate neighborhood or citywide because the site currently contains 61 spaces and will be reduced to 58 spaces.

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

The site has functioned as a religious institution with related uses for many decades. While these activities are expected to continue, the religious services will be moved into the new cathedral and should not result in the creation or increase of any noxious or offensive emissions which are otherwise subject to the Conditions of Approval outlined in Exhibit A.

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

The Project Sponsor has submitted a streetscape plan that complies with the landscaping and screening requirements of Planning Code Section 138.

- 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 all 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 Project is consistent with the stated purpose of NCT-3 Districts in that the intended use is located at the ground floor and contributes to an active streetfront.

9. **Large Lot Development.** Section 121.1 requires the significant enlargement of existing buildings, or new construction, on lots greater than 10,000 square-feet and within the NCT-3 Zoning District to obtain Conditional Use Authorization. The two following criteria shall be considered to obtain such Conditional Use Authorization:

1. The mass and façade of the proposed structure are compatible with the existing scale of the district;

With regard to height, buildings in the immediate area range from one- to five-stories. The Project's scale is considered appropriate given its immediate context. The existing two-story assembly hall provides a transition from the one-story auto repair facility to the north and the proposed cathedral, as well as the five-story mixed use building situated at the corner of Valencia Street and 14th Street to the south of the site. Other structures within the area include three- to five-story mixed use buildings, the Friends School, and the State Armory and Arsenal. Furthermore, the apex of the cathedral's dome is located at the center of the subject lot and is setback 81-feet from the more developed Valencia Street frontage, and 99-feet from the lesser developed Stevenson Street frontage. The Project's façade has been designed to be compatible with the district as a religious institution.

With regard to massing of the façade, buildings in the immediate area have frontages ranging from 30-feet to greater than 100-feet. This variation can be attributed to the neighborhood's history as a confluence of residential and industrial uses. To respect the changing setting of this particular area, new construction is designed to break up large masses to reflect neighborhood character. The Project will result in changes to 110-feet of the property's Valencia Street frontage and 95-feet of the Stevenson Street frontage. Of these frontages, the proposed cathedral accounts for approximately 76-feet. To further break up the façade's massing and create a perception of depth, the 50-foot wide cathedral is flanked by two 12-foot wide towers. The Project's massing is compatible with the district.

2. The façade of the proposed structure is compatible with design features of adjacent façades that contribute to the positive visual quality of the district.

The Project is designed in a manner that incorporates traditional elements of the religious facility destroyed in the 1989 Loma Prieta earthquake and is consistent with the subsequent rebuilding efforts executed in Phase 1. Although the cathedral's design is very traditional, the use of modern building materials and construction methods will clearly distinguish the completed structure as contemporary. Various elements such as fenestration pattern enable the new construction's compatibility with the overall neighborhood character that consists of a mix of historic and modern architecture. Additionally, the Project will enhance the streetscape of the neighborhood through elements such as additional landscaping, seating and bike parking within the public realm.

10. **Use Size.** Planning Code Section 121.2 requires a Conditional Use Authorization for a non-residential use that is larger than 6,000 square feet within an NCT-3 Zoning District. Planning Code Section 121.2 sets forth additional criteria which the Commission shall consider in addition to those of Section 303 when reviewing an application for a non-residential use size in excess of that which is permitted as-of-right:

- a. 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.

The proposed expansion of the existing church is not expected to increase its membership and attendance. Rather, the intent is to replace the cathedral space that previously occupied the site before it was destroyed in 1989, and to relocate religious services from the existing multi-purpose room at the north of the lot. Given that there is an existing off-street parking lot that is accessory to the church, no neighborhood serving uses would be displaced from the lot. Furthermore, the off-street parking that was previously provided was intended for member use and will be replaced.

- b. 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.

Religious institutions have historically required larger spaces in order to serve their congregation. The Project is to replace a worship hall that was destroyed in 1989. The proposed expansion would enable the existing church to continue to serve neighborhood residents.

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

The building is to be a cathedral and has been designed as such. While respecting historic cathedral/religious design, modern elements such as fenestration pattern and materials ensure that the building reads as a contemporary structure. The Project respects the scale of the district and will serve as a neighborhood serving religious facility.

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

COMMERCE AND INDUSTRY ELEMENT

Objectives and Policies

OBJECTIVE 1:

MANAGE ECONOMIC GROWTH AND CHANGE TO ENSURE ENHANCEMENT OF THE TOTAL CITY LIVING AND WORKING ENVIRONMENT.

Policy 1.1:

Encourage development which provides substantial net benefits and minimizes undesirable consequences. Discourage development that has substantial undesirable consequences that cannot be mitigated.

The Project will provide and enhance desirable institutional and community, social, and educational services to the neighborhood. Further, it will replace an open paved parking lot with a building that will contribute to the active street life of the neighborhood.

HOUSING ELEMENT

Objectives and Policies

OBJECTIVE 1:

IN INCREASING THE SUPPLY OF HOUSING, PURSUE PLACE MAKING AND NEIGHBORHOOD BUILDING PRINCIPLES AND PRACTICES TO MAINTAIN SAN FRANCISCO'S DESIRABLE URBAN FABRIC AND ENHANCE LIVABILITY IN ALL NEIGHBORHOODS.

Policy 11.4:

Avoid or minimize disruption caused by expansion of institutions, large-scale uses and auto-oriented development into residential areas.

The Project is an expansion of an existing religious institution within the neighborhood and will not change the church's general operations or result in additional impacts on the neighborhood. The Project is replacing a worship hall that was destroyed in 1989. This will ensure that the church can continue to provide an active use that enhances the neighborhood character. The site has been a religious institution for decades and will not disrupt any residential uses in the neighborhood.

TRANSPORTATION ELEMENT

Objectives and Policies

OBJECTIVE 11:

ESTABLISH PUBLIC TRANSIT AS THE PRIMARY MODE OF TRANSPORTATION IN SAN FRANCISCO AND AS A MEANS THROUGH WHICH TO GUIDE FUTURE DEVELOPMENT AND IMPROVE REGIONAL MOBILITY AND AIR QUALITY.

Policy 1.1:

Encourage development that efficiently coordinates land use with transit service, requiring that developers address transit concerns as well as mitigate traffic problems.

Members of the congregation will be able to access the site through public transportation. The site is well served by transit. The 22-Fillmore, 33-Stanyan, and 49-Van Ness-Market MUNI bus lines, as well as the F-Line on Market Street are all within a few blocks from the subject property. Additionally, the 16th Street BART station is 3 blocks away.

ARTS ELEMENT

Objectives and Policies

OBJECTIVE 2:

SUPPORT ARTS AND CULTURAL PROGRAMS WHICH ADDRESS THE NEEDS OF DIVERSE POPULATIONS.

Policy 5.3:

Continue to increase City support for organizations and developing institutions which reflect the diverse cultural traditions of the San Francisco population.

The Project will enhance the cultural and religious diversity through the expansion of the worship area. Annunciation Cathedral has served San Francisco for several decades and the expansion will ensure that it continues to do so for many more in the future. The Project helps maintain and promote the cultural diversity of the neighborhood and the City as a whole by expanding access to community services offered by the church use.

INSTITUTIONAL FACILITIES ELEMENT

Objectives and Policies

OBJECTIVE 9:

ASSURE THAT INSTITUTIONAL USES ARE LOCATED IN A MANNER THAT WILL ENHANCE THEIR EFFICIENT AND EFFECTIVE USE.

The Project is located on a main thoroughfare in a neighborhood commercial area adjacent to a residential neighborhood. The use acts as a buffer between the adjacent residential uses and the adjacent commercial uses. The location of the use adjacent to the residential district is convenient to worshippers living in the vicinity.

12. Market and Octavia Area Plan Compliance.

LAND USE AND URBAN FORM

Objectives and Policies

OBJECTIVE 1.1:

CREATE A LAND USE PLAN THAT EMBRACES THE MARKET AND OCTAVIA NEIGHBORHOOD'S POTENTIAL AS A MIXED-USE URBAN NEIGHBORHOOD.

Policy 1.1.2:

Concentrate more intense uses and activities in those areas best served by transit and most accessible on foot.

The proposed intensification of the religious facility is within an area well served by public transit. The site is within a few blocks from the 22-Fillmore, 33-Stanyan, and 49-Van Ness-Market MUNI bus lines, the 16th Street BART station, and the Market Street F-line.

Policy 1.1.6:

Preserve and enhance the role of cultural and educational institutions in the plan area.

The Project will enhance the cultural and religious diversity through the expansion of the worship area. Annunciation Cathedral has served San Francisco for several decades and the expansion will ensure that it continues to do so for many more in the future. The Project helps maintain and promote the cultural diversity of the neighborhood and the City as a whole by expanding access to community services offered by the church use.

BUILDING WITH A SENSE OF PLACE

Objectives and Policies

OBJECTIVE 3.1:

ENCOURAGE NEW BUILDINGS THAT CONTRIBUTE TO THE BEAUTY OF THE BUILT ENVIRONMENT AND THE QUALITY OF STREETS AS PUBLIC SPACE.

Policy 3.1.1:

Ensure that new development adheres to principles of good urban design.

The Project is designed in a manner that incorporates the fundamental design principles articulated in the Market and Octavia Area Plan including three-dimensional detailing, a strong rhythm of regular vertical elements, a clear definition of base, middle, and top, the use of towers to help define a gateway, and the use of setbacks to diminish the imposition of the building's mass. It contains elements of traditional religious structures while acknowledging the contemporary nature of its surroundings through incorporating modern design elements.

OBJECTIVE 3.2:

PROMOTE THE PRESERVATION OF NOTABLE HISTORIC LANDMARKS, INDIVIDUAL HISTORIC BUILDINGS, AND FEATURES THAT HELP TO PROVIDE CONTINUITY WITH THE PAST.

Policy 3.2.7:

Ensure that changes in the built environment respect the historic character and cultural heritage of the area, and that resource sustainability is supported.

Policy 3.2.8:

Encourage new building design that respects the character of nearby older development.

The Project is designed in a manner that incorporates traditional elements of a religious facility; however, the use of modern building materials and construction methods will clearly distinguish the completed

structure as contemporary. Accordingly, the design will not detract from the historic character of any immediate buildings. The subject site is not within an historic district.

STREETS AND OPEN SPACES

Objectives and Policies

OBJECTIVE 4.1:

PROVIDE SAFE AND COMFORTABLE PUBLIC RIGHTS-OF-WAY FOR PEDESTRIAN USE AND IMPROVE THE PUBLIC LIFE OF THE NEIGHBORHOOD.

Policy 4.1.2:

Enhance the pedestrian environment by planting trees along sidewalks, closely planted between pedestrians and vehicles.

Policy 4.1.8:

Consider making improvements to non-residential alleys that foster the creation of a dynamic, mixed-use place.

The Project includes a streetscape plan that will provide new street trees along both Valencia Street, which is identified as a high priority street for trees, and Stevenson Street, a non-residential alley. These elements will enhance an area that is dominated by concrete sidewalks and open asphalt lots. The improvements will enhance and improve the streetscape.

BALANCING TRANSPORTATION CHOICES

Objectives and Policies

OBJECTIVE 5.2:

DEVELOP AND IMPLEMENT PARKING POLICIES FOR AREAS WELL SERVED BY PUBLIC TRANSIT THAT ENCOURAGE TRAVEL BY PUBLIC TRANSIT AND ALTERNATIVE TRANSPORTATION MODES AND REDUCE TRAFFIC CONGESTION.

Policy 5.2.2:

Encourage the efficient use of space designated for parking.

Policy 5.2.3:

Minimize the negative impacts of parking on neighborhood quality.

The Project will remove the existing surface parking lot, thus generating a more engaging streetfront. Parking spaces will be relocated within the new building. Additionally, the project will not relocate the existing curb cut, thus minimizing the disturbance to existing vehicle and bicycle traffic patterns.

OBJECTIVE 5.3:

ELIMINATE OR REDUCE THE NEGATIVE IMPACT OF PARKING ON THE PHYSICAL CHARACTER AND QUALITY OF THE NEIGHBORHOOD.

Policy 5.3.1:

Encourage the fronts of buildings to be lined with active uses and, where parking is provided, require that it be setback and screened from the street.

The Project will remove a non-active use – the parking lot – and replace it with a building that will engage the street and improve the pedestrian experience. The demolition of the surface off-street parking lot and new construction of the cathedral will contribute to the maintenance of an active street front.

OBJECTIVE 5.5:

ESTABLISH A BICYCLE NETWORK THAT PROVIDES A SAFE AND ATTRACTIVE ALTERNATIVE TO DRIVING FOR BOTH LOCAL AND CITYWIDE TRAVEL NEEDS.

Policy 5.5.2:

Provide secure and convenient bicycle parking throughout the area.

The Project includes 6 bicycle parking spaces within the parking garage, as well as street-level bicycle racks for use in the public realm, features which the site currently does not provide. These bike spaces will enhance the neighborhood.

13. **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.

No retail uses exist on the Project site. The Project will expand a neighborhood serving cultural/religious institution that has existed on the site for many decades.

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

Nearby housing and the surrounding neighborhood would not be adversely affected by the proposed expansion because it has been a religious institution for many decades. It will improve neighborhood character by replacing a parking lot with a religious facility with active uses.

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

The Project is to construct a new religious facility. No housing is removed for this Project.

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

The site is well served by transit. The 22-Fillmore, 33-Stanyan, and 49-Van Ness-Market MUNI bus lines are within a few blocks. Additionally, the 16th Street BART station is three blocks away and the F-line is accessible on Market Street. The Project will use the existing curb-cut and off-street parking will be provided underground. No dramatic increase in automobile trips is anticipated as the expansion serves primarily to relocate existing religious services to the proposed cathedral.

- 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 or any 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 is designed and will be constructed to conform to the structural and seismic safety requirements of the City Building Code. This proposal will not impact the property's ability to withstand an earthquake.

- G. That landmarks and historic buildings be preserved.

There are no designated landmarks or historic buildings on the Project site.

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

The Project does not adversely affect open spaces or parks. There are no parks in the vicinity of the project site. There is an open parking lot but it does not function as open space.

14. 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.

15. 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 Applicant, 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. 2010.0681C** subject to the following conditions attached hereto as "EXHIBIT A" including all applicable mitigation measures of the Market & Octavia EIR as set forth in the Certificate of Exemption for this project, in general conformance with plans on file, dated April 5, 2011, and stamped "EXHIBIT B", which is incorporated herein by reference as though fully set forth.

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. XXXXX. 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 September 22, 2011.

Linda D. Avery
Commission Secretary

AYES:

NAYS:

ABSENT:

ADOPTED: September 22, 2011

EXHIBIT A

AUTHORIZATION

This authorization is for a conditional use to allow a Religious Institution (**Annunciation Cathedral**) located at 275 Valencia Street, Lot 091 in Assessor's Block 3532 pursuant to Planning Code Section(s) **121.1, 121.2, and 303** within the **NCT-3** District and a **50-X** Height and Bulk District; in general conformance with plans, dated **April 5, 2011**, and stamped "EXHIBIT B" included in the docket for Case No. **2010.0681C** and subject to conditions of approval reviewed and approved by the Commission on **September 22, 2011** under Motion No. **XXXXXX**. 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 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 **September 22, 2011** under Motion No. **XXXXXX**.

PRINTING OF CONDITIONS OF APPROVAL ON PLANS

The conditions of approval under the 'Exhibit A' of this Planning Commission Motion No. **XXXXXX** 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. "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 years from the effective date of the Motion. A building permit 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

DESIGN – COMPLIANCE AT PLAN STAGE

3. **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 Department staff review and approval. 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

4. **Streetscape Plan.** Pursuant to Planning Code Section 138.1 and the Better Streets Plan, the Project Sponsor shall submit a pedestrian streetscape improvement plan to the Planning Department for review in consultation with the Department of Public Works and the Department of Parking and Traffic prior to Building Permit issuance.

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

5. **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 Planning

Department recommends the following preference schedule in locating new transformer vaults, in order of most to least desirable:

1. 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;
2. On-site, in a driveway, underground;
3. On-site, above ground, screened from view, other than a ground floor façade facing a public right-of-way;
4. 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;
5. Public right-of-way, underground; and based on Better Streets Plan guidelines;
6. Public right-of-way, above ground, screened from view; and based on Better Streets Plan guidelines;
7. On-site, in a ground floor façade (the least desirable location).

Unless otherwise specified by the Planning 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 Bureau of Street Use and Mapping, Department of Public Works at 415-554-5810, <http://sfdpw.org>

6. **Street Trees.** Pursuant to Planning Code Section 138.1 (formerly 143), the Project Sponsor shall submit a site plan to the Planning Department prior to Planning approval of the building permit application indicating that street trees, at a ratio of one street tree of an approved species for every 20 feet of street frontage along public or private streets bounding the Project, with any remaining fraction of 10 feet or more of frontage requiring an extra tree, shall be provided. The street trees shall be evenly spaced along the street frontage except where proposed driveways or other street obstructions do not permit. The exact location, size and species of tree shall be as approved by the Department of Public Works (DPW). In any case in which DPW cannot grant approval for installation of a tree in the public right-of-way, on the basis of inadequate sidewalk width, interference with utilities or other reasons regarding the public welfare, and where installation of such tree on the lot itself is also impractical, the requirements of this Section 428 may be modified or waived by the Zoning Administrator to the extent necessary.

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

PARKING AND TRAFFIC

7. **Bicycle Parking.** Pursuant to Planning Code Sections 155.1 and 155.4., the Project shall provide no fewer than 6 Class 1 or Class 2 bicycle parking spaces.
For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org
8. **Parking Maximum.** Pursuant to Planning Code Section 151.1, the Project shall provide no more than 116 off-street parking spaces.

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

9. **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 effects during construction of the Project.

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

PROVISIONS

10. **Market Octavia Community Improvements Fund.** Pursuant to Planning Code Section 421 (formerly 326), the Project Sponsor shall comply with the Market Octavia Community Improvements Fund provisions through payment of an Impact Fee in full to the Treasurer, or the execution of a Waiver Agreement, or an In-Kind agreement approved as described per Planning Code Section 421 (formerly 326) prior to the issuance by Department of Building Inspection of the construction document for the development project.

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

MONITORING - AFTER ENTITLEMENT

11. **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

12. **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

13. **Garbage, Recycling, and Composting Receptacles.** Garbage, recycling, and compost containers shall be kept within 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>

14. **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>

15. **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

16. **Lighting.** All Project lighting shall be directed onto the Project site and immediately surrounding sidewalk area only, and designed and managed so as not to be a nuisance to adjacent residents. Nighttime lighting shall be the minimum necessary to ensure safety, but shall in no case be directed so as to constitute a nuisance to any surrounding property.

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



SAN FRANCISCO PLANNING DEPARTMENT

Certificate of Determination EXEMPTION FROM ENVIRONMENTAL REVIEW

Case No.: 2010.0681E
 Project Title: 245 Valencia Street
 Zoning/Plan Area: NCT-3 (Moderate Scale Neighborhood Commercial Transit) Use District; 50-X Height and Bulk District; Market and Octavia Plan Area
 Block/Lot: 3532/091
 Lot Size: 46,557 square feet
 Project Sponsor: Lori Perlman, Goldman Architects
 (415) 391-1339
 Staff Contact: Jeanie Poling – (415) 575-9072
 jeanie.poling@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 project site is located on the east side of Valencia Street on the block bounded by 14th Street, Stevenson Street, and Clinton Park in the Mission neighborhood. The project site contains a 36,600 sq. ft., two-story religious facility, including a chapel, a multi-purpose hall, and classrooms, and a 61-space surface parking lot south of the existing building. The project would replace the surface parking lot with a new 31,218 sq. ft. building containing 12,718 sq. ft. of assembly space and 18,530 sq. ft. of underground parking. (Continued on the following page.)

EXEMPT STATUS

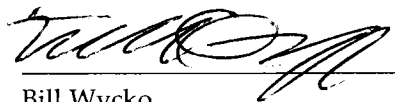
Exempt per Section 15183 of the California Environmental Quality Act (CEQA) Guidelines and California Public Resources Code Section 21083.3.

REMARKS

See next page.

DETERMINATION

I do hereby certify that the above determination has been made pursuant to State and Local requirements.


 Bill Wycko
 Environmental Review Officer


 Date

cc: Lori Perlman, Project Sponsor
 Jeanie Poling, Environmental Planning Division
 Erika Jackson, Current Planning Division

Supervisor Jane Kim, District 6
 Virna Byrd, M.D.F.
 Exclusion/Exemption Distribution List

PROJECT DESCRIPTION (continued)

The proposed two-story cathedral building would be 50 feet tall, with a dome extending to a height of 68 feet. The 58 below-ground parking spaces would be accessed from Valencia Street. The existing building on the northern half of the project site would continue to be used as worship, community, and classroom space by the property owner, the United Greek Orthodox Community of San Francisco. The project would involve approximately 6,660 cubic yards of excavation ranging from approximately 6.5 to 13.5 feet in depth.

REMARKS

California Environmental Quality Act (CEQA) State Guidelines Section 15183 provides an exemption from environmental review for projects that are consistent with the development density established by existing zoning, community plan or general plan policies for which an environmental impact report (EIR) was certified, except as might be necessary to examine whether there are project-specific effects which are peculiar to the project or its site. Section 15183 specifies that examination of environmental effects shall be limited to those effects that (a) are peculiar to the project or parcel on which the project would be located, (b) were not analyzed as significant effects in a prior EIR on the zoning action, general plan or community plan with which the project is consistent, (c) are potentially significant off-site and cumulative impacts which were not discussed in the underlying EIR, and (d) are previously identified in the EIR, but which are determined to have a more severe adverse impact than that discussed in the underlying EIR. Section 15183(c) specifies that if an impact is not peculiar to the parcel or to the proposed project, then an EIR need not be prepared for that project solely on the basis of that impact.

This determination evaluates the potential project-specific environmental effects peculiar to the project at 245 Valencia Street described above, and incorporates by reference information contained within the Market and Octavia Neighborhood Plan programmatic EIR (Market and Octavia PEIR).¹ Project-specific analysis summarized in this determination was prepared for the proposed project at 245 Valencia Street to determine if there would be significant impacts attributable to the proposed project.²

This determination assesses the proposed project's potential to cause environmental impacts and concludes that the proposed project would not result in new, peculiar environmental effects, or effects of greater severity than were already analyzed and disclosed in the Market and Octavia PEIR. This determination does not identify new or additional information that would alter the conclusions of the Market and Octavia PEIR. This determination also identifies mitigation measures contained in the Market and Octavia PEIR that would be applicable to the proposed project at 245 Valencia Street. Relevant information pertaining to prior environmental review conducted for the Market and Octavia Neighborhood Plan is included below, as well as an evaluation of potential environmental effects.

¹ *Market and Octavia Neighborhood Plan Final EIR* (Case No. 2003.0347E; State Clearinghouse No. 2004012118), certified by the San Francisco Planning Commission on April 5, 2007. The certification was appealed and upheld by the San Francisco Board of Supervisors on June 19, 2007.

² San Francisco Planning Department, *Community Plan Exemption Checklist for 245 Valencia Street*. This document is attached.

Background

On April 5, 2007, San Francisco Planning Commission certified the PEIR for the Market and Octavia Neighborhood Plan (Case No. 2003.0347E; State Clearinghouse No. 2004012118). The PEIR analyzed amendments to the Planning Code and Zoning Maps and to the Market and Octavia Neighborhood Plan, an element of the San Francisco General Plan. The PEIR analysis was based upon an assumed development and activity that were anticipated to occur under the Market and Octavia Neighborhood Plan.

Subsequent to the certification of the PEIR, in May 30, 2008, the Board of Supervisors approved, and the Mayor signed into law, revisions to the Planning Code, Zoning Maps, and General Plan that constituted the “project” analyzed in the Market and Octavia PEIR. The legislation created several new zoning controls which allows for flexible types of new housing to meet a broad range of needs, reduces parking requirements to encourage housing and services without adding cars, balances transportation by considering people movement over auto movement, and builds walkable “whole” neighborhoods meeting everyday needs. The Market and Octavia Neighborhood Plan, as evaluated in the PEIR and as approved by the Board of Supervisors, accommodates the proposed use, design, and density of the proposed 245 Valencia Street project.

Individual projects that occur under the Neighborhood Plan will undergo project-level evaluation to determine if they would result in further impacts specific to the development proposal, the site, and the time of development, and to determine if additional environmental review is required. This determination concludes that the proposed project at 245 Valencia Street is consistent with and was encompassed within the analysis in the PEIR for the Market and Octavia Neighborhood Plan. Further, this determination finds that the PEIR adequately anticipated and described the impacts of the proposed 245 Valencia Street project, and identified the mitigation measures applicable to the proposed 245 Valencia Street project. The proposed project is also consistent with the zoning controls for the project site. Therefore, no further CEQA evaluation is necessary.

Potential Environmental Effects

Historic Architectural Resources

Historic resource surveys were conducted for the Market and Octavia Neighborhood Plan area subsequent to the adoption of the Market and Octavia PEIR, with interim controls for evaluation and protection of historic resources during the survey period. On December 17, 2008, the Landmarks Preservation Advisory Board endorsed the findings of the Market and Octavia Area Plan-level Historic Resource Survey, and on February 19, 2009, the San Francisco Planning Commission adopted the findings of the survey.

The project site itself does not contain any historic architectural resources. Nearby architectural resources include the Levi Strauss Factory Building at 250 Valencia, now occupied by the Friends School; the State Armory and Arsenal at 1800 Mission Street, now used for video production; and 260 Valencia, now occupied by Pauline’s Pizza. The proposed design of the 245 Valencia Street project is sensitive to the historic resources in the area. The scale, form, massing, fenestration patterns, and materials of the

proposed building are appropriately designed to relate to nearby historic buildings. The proposed façade and fenestration is dynamic, and follows traditional building form for its proposed use. The design of the front façade and the overall form, bulk, massing, fenestration, and materials of the proposed new construction are compatible with nearby historical resources. Therefore, the proposed project is not anticipated to have an adverse effect on off-site historical resources.³

Archeological Resources

Potential archeological impacts were identified in the PEIR. *Mitigation Measure 5.6.A2* applies to any project-disturbing soil deeper than 4 feet and for Plan Area properties for which no archeological assessment report has been prepared. This mitigation measure states that a Preliminary Archeological Sensitivity Study should be prepared to determine whether an Archaeological Research Design/Treatment Plan (ARD/TP) shall be required. Pursuant to *Archeological Mitigation Measure 5.6.A2* of the PEIR, an archeological sensitivity evaluation was conducted and concludes that the proposed project could affect CEQA-significant archaeological resources and identifies additional mitigation measures applicable to the proposed project. Thus, Project Mitigation Measure 1 (PEIR *Mitigation Measure 5.6.A2*) on page 17 of this Certificate of Determinations applies to the proposed project.

A preliminary archeological review was conducted for the proposed project.⁴ The project site is within the southeast corner of the former Woodward's Garden site (1866-1894), which was the first large-scale urban recreation area/park in San Francisco and covered the block bounded by Thirteenth, Fourteenth, Valencia, and Mission Streets and the northwest quadrant of the block to the south. The project site was located in the garden section of the park, just to the south of the pond and west of the Marine Museum. Furthermore, geotechnical boring results indicated below fill deposits, clayey sand with organics in the western part of the site extending to a depth of 28 ft. bgs, and in the southeast portion of the site, marsh deposits extending to a depth of 18 feet. Marsh edge-lands are sensitive for prehistoric deposits, and the low energy deposition characteristic of wetlands tends to be conservative of prehistoric remains. The San Francisco Bay Estuary Institute historical ecological mapping of this area indicates that in the mid-19th century the project site was transversed by the large willow grove that bounded the north side of Mission Creek and by a narrow willow thicket that followed a narrow drainage approximately along the southern face of the existing church edifice. So whether the upper reaches of the existing sand deposits within the project site are native or artificial fill, within the Holocene era, the project site extended into a large tidal marsh that was gradually buried beneath alluvial deposits over a long period of time. How much of the historic surface was worn away or eliminated by re-contouring of the site for construction of Woodward Gardens, reconstruction after the earthquake and fire of 1906, or for creation of a building pad for the structures present on the site after 1906 is not known. The potential of the project to adversely affect archeological resources would be avoided by implementation of the Planning Department's third standard archeological mitigation measure (archeological testing). This mitigation measure is consistent

³ Memo regarding 245 Valencia Street from Moses Corrette, Senior Preservation Planner, to Tina Tam and Jeanie Poling, March 14, 2011. This document is available for review as part of Case No. 2010.0681E.

⁴ Randall Dean/Don Lewis, San Francisco Planning Department, *Preliminary Archeological Review: Checklist, 245 Valencia Street*, August 22, 2011. This document is available for review as part of Case No. 2010.0681E.

with PEIR *Mitigation Measure 5.6.A2*, which requires that a Preliminary Archeological Sensitivity Study be prepared.

Transportation and Circulation

Traffic: The PEIR assessed transportation impacts associated with the implementation of the Market and Octavia Neighborhood Plan. The PEIR studied 32 intersections and provided data for existing conditions, and for projected 2025 conditions with and without Plan implementation. The PEIR concluded that three intersections will worsen to unsatisfactory conditions with implementation of the Plan (Hayes/Gough; Hayes/Franklin; and Laguna/Market/Hermann/Guerrero). The PEIR also concluded that implementation of the Plan will have cumulatively considerable impacts to future traffic growth at four additional intersections operating at LOS E or F for 2025 with Plan conditions (Hayes/Van Ness; Mission/Otis/South Van Ness; Market/Church/Fourteenth; and Market/Sanchez/Fifteenth). The San Francisco Planning Commission certified the Final EIR for the Market and Octavia Neighborhood Plan with a finding that implementation of the Plan will have significant and unavoidable impacts at these intersections. The PEIR also identified seven traffic mitigation measures. A Statement of Overriding Considerations with CEQA findings including a mitigation monitoring and reporting program was adopted as part of Neighborhood Plan approval on April 5, 2007.

The proposed project would provide larger facilities for current users, who may remain on site for a longer period of time, but would not be expected to result in increased occupancy or expansion of use of the project site.⁵ The proposed below-ground parking would be accessed from Valencia Street, the same as current access to the existing surface parking lot. No peculiar traffic impacts are anticipated to occur as a result of the proposed project. Therefore, the traffic mitigation measures identified in the PEIR are not applicable to the proposed project.

Transit: The Market and Octavia PEIR identified significant and unavoidable cumulative impacts relating to the degradation of transit service as a result of increase in delays at the following intersections in the PM peak hour: Hayes Street/Van Ness Avenue, Hayes Street/Franklin Street, and Hayes Street/Gough Street. Mitigation measures proposed in the PEIR to address these impacts related to changes to street configurations and traffic patterns. Even with mitigation, however, cumulative impacts were found to be significant and unavoidable and a Statement of Overriding Considerations was adopted as part of the Market and Octavia Neighborhood Plan approvals.

The project would not be expected to result in increased occupancy or expansion of use at the project site and thus would not generate additional transit trips. No peculiar transit impacts are anticipated to occur as a result of the proposed project, and the transportation mitigation measures identified in the PEIR are not applicable to the proposed project.

Parking: The proposed project would replace a 61-space parking lot with a new building that includes 58 parking spaces – a loss of three parking spaces. The existing parking lot is generally underutilized on

⁵ For example, a wedding reception could follow a wedding ceremony on site. For more discussion on why the project is not considered an expansion of use, see the project description and land use sections in Attachment A, *Community Plan Exemption Checklist, 245 Valencia Street*.

weekdays. During services and holidays, when the existing parking lot is at capacity, the church hires a valet service to park the cars in the spaces and aisles to maximize the area available onsite for cars. This practice would continue with the underground lot.⁶ While there would be three fewer designated spaces in the proposed new structure, there would be more aisle space for the valet, so overall parking capacity would remain about the same.

During the 12- to 18-month project construction period, the project site's existing uses would continue. During weekend services, the church would engage its valet service to park cars in nearby lots. Existing lots in the project area are generally usually used for weekday daytime parking and would be available to serve the additional weekend demand for parking during project construction.

Loading: The loading needs at the project site are typical of community facilities, and the proposed project would not result in any additional loading demand. Loading would continue to occur at the Stevenson Street loading doors of the existing building, or delivery vehicles could park in the proposed garage and brought up by elevator.

The project sponsor proposes to add a passenger loading zone in front of the proposed building. The white zone would need to be approved by the SFMTA Department of Parking and Traffic at a public hearing.

Bicycle and Pedestrian Conditions: The PEIR notes that the Market and Octavia Neighborhood Plan area contains several key bicycle corridors, and that the generally flat terrain combined with major thoroughfares that traverse the project area and the density and mix of uses in the project area provide for bicycle travel. Valencia Street is a designated bicycle route. The PEIR notes also that the Neighborhood Plan area contains several key pedestrian corridors, and the Plan includes new pedestrian facilities and amenities. The PEIR did not identify significant impacts related to bicycle and pedestrian conditions as a result of Plan implementation.

The ingress/egress to the on-site parking for the proposed project would remain in the same location as the existing ingress/egress point, and the number of vehicles would remain the same. Thus, the project would not result in impacts on bicycle and pedestrian conditions.

Conclusion: In summary, the project would not result in a significant effect with regard to transportation.

Air Quality

Project-related demolition, excavation, grading, and other construction activities may cause wind-blown dust that could contribute particulate matter into the local atmosphere. The Market and Octavia PEIR identified a significant impact related to construction air quality and determined that *Mitigation Measure E1 – Construction Mitigation Measure for Particulate Emissions* will reduce effects to a less-than-significant level. Subsequently, the San Francisco Board of Supervisors approved a series of amendments to the San Francisco Building and Health Codes generally referred to as the Construction Dust Control Ordinance

⁶ Letter from Rev. Stephen H. Kyriacou, Dean, Annunciation Cathedral, to Jeanie Poling, San Francisco Planning Department, regarding existing and proposed uses at 245 Valencia Street.

(Ordinance 176-08, effective July 30, 2008), with the intent of reducing the quantity of dust generated during site preparation, demolition, and construction work, in order to protect the health of the general public and of onsite workers, minimize public nuisance complaints, and to avoid orders to stop work by the Department of Building Inspection (DBI). These regulations and procedures set forth by the San Francisco Building Code ensure that potential dust-related air quality impacts will be reduced to a less-than-significant level. Since the project would comply with the Construction Dust Control Ordinance, the project would not result in a significant impact related to construction air quality, and PEIR Mitigation Measure 5.8.A would not be applicable to the proposed project.

The Market and Octavia PEIR identified a significant impact related to short-term exhaust emissions from construction equipment and determined that *Mitigation Measure 5.8B – Construction Mitigation Measure for Short-Term Exhaust Emissions* will reduce effects to a less-than-significant level. Since the proposed project includes construction activities, this mitigation measure would apply to the proposed project (see Project Mitigation Measure 2 on page 20 of this Certificate of Determination). Implementation of Mitigation Measure 2 would reduce the potential significant impact from project-level exhaust emissions from construction equipment to a less-than-significant level.

Air quality impacts from the proposed project were analyzed based on the Bay Area Air Quality Management District's (BAAQMD's) *2010 CEQA Air Quality Guidelines* and thresholds of significance.^{7, 8} The proposed project would not introduce new sensitive receptors (e.g., residents) or any new sources of pollutants (e.g., boilers). Project operation and construction of the 31,786 sf place of worship would not exceed screening levels for criteria pollutants. The screening-level analysis identified the need for further analysis of the project's construction activities that emit PM_{2.5} emissions and other toxic air contaminants that may affect nearby sensitive receptors. As shown on Table 1, health risks from project construction were below project-level health risk thresholds.

Table 1 – Project Construction-related PM_{2.5} and Health Risk Emissions

	Excess Cancer Risk per One Million	PM_{2.5} (in micrograms per cubic meter)
245 Valencia Construction	2.3	0.2
BAAQMD Significance Thresholds for an Individual Sources	10	0.3

Source: BAAQMD, August 18, 2011.

To analyze cumulative health risks, the screening analysis identified stationary sources and roadways within 1,000 of the project site, and evaluated health risks to sensitive receptors. The proposed project, in combination with stationary and roadway sources, would not exceed cumulative thresholds of significance.

⁷ BAAQMD, *California Environmental Quality Act Air Quality Guidelines*, updated May 2011. Available at <http://www.baaqmd.gov/Divisions/Planning-and-Research/CEQA-GUIDELINES.aspx>.

⁸ San Francisco Planning Department, *Air Quality Screening Analysis*, August 31, 2011. This document is available for review as part of Case No. 2010.0681E.

Greenhouse Gas Emissions

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).⁹

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.¹⁰

The 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.¹¹ 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.¹² 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 95.8 MMTCO₂E emitted in 2007.¹³ Electricity

⁹ 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.

¹⁰ California Climate Change Portal. Frequently Asked Questions About Global Climate Change. Available online at: <http://www.climatechange.ca.gov/publications/faqs.html>. Accessed November 8, 2010.

¹¹ 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.

¹² Ibid.

¹³ Bay Area Air Quality Management District, Source Inventory of Bay Area Greenhouse Gas Emissions: Base Year 2007, Updated: February 2010. Available at: http://www.baaqmd.gov/~media/Files/Planning%20and%20Research/Emission%20Inventory/regionalinventory2007_2_10.ashx. Accessed March 2, 2010.

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.¹⁴

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.¹⁵ The Scoping Plan estimates a reduction of 174 million metric tons of CO₂E (MMTCo₂E) (about 191 million U.S. tons) from the transportation, energy, agriculture, forestry, and high global warming potential sectors (see Table 2). ARB has identified an implementation timeline for the GHG reduction strategies in the Scoping Plan.¹⁶ 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.

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.

¹⁴ Ibid.

¹⁵ 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.

¹⁶ California Air Resources Board. AB 32 Scoping Plan. Available at: http://www.arb.ca.gov/cc/scopingplan/sp_measures_implementation_timeline.pdf. Accessed March 2, 2010.

Table 2 – 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 <ul style="list-style-type: none"> • Commercial Recycling • Composting • Anaerobic Digestion • Extended Producer Responsibility • Environmentally Preferable Purchasing 	9
Total	42.8-43.8

Source: California Air Resources Board. AB 32 Scoping Plan.

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.

Project Greenhouse Gas Emissions. The most common GHGs resulting from human activity are CO₂, CH₄, and N₂O.¹⁷ 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. Individual projects contribute to the cumulative effects of climate change by directly or indirectly emitting GHGs during construction and operational phases. Direct operational emissions include GHG emissions from new vehicle trips and area sources (natural gas combustion). Indirect emissions include emissions from electricity providers, energy required to pump, treat, and convey water, and emissions associated with landfill operations.

The proposed project would increase the activity onsite by replacing a surface parking lot with a new 31,218 sq. ft. building containing 12,718 sq. ft. of assembly space and 18,530 sq. ft. of parking, which would serve an existing populace and would not induce additional use. The proposed project would not result in long-term increases in GHGs as a result of increased vehicle trips (mobile sources) or associated with energy use, water use and wastewater treatment, and solid waste disposal; however, project construction activities would result in a small 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.¹⁸ 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.

¹⁷ 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: <http://www.opr.ca.gov/ceqa/pdfs/june08-ceqa.pdf>. Accessed March 3, 2010.

¹⁸ San Francisco Planning Department. *Strategies to Address Greenhouse Gas Emissions in San Francisco*. 2010. Available at: <http://www.sfplanning.org/index.aspx?page=1570>.

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;
- 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."¹⁹

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 in Table 3.²⁰

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

¹⁹ Letter from Jean Roggenkamp, BAAQMD, to Bill Wycko, San Francisco Planning Department. October 28, 2010. Available at <http://www.sf-planning.org/index.aspx?page=2627>.

²⁰ San Francisco Planning Department, *Greenhouse Gas Compliance Checklist*, 245 Valencia Street, April 5, 2011. This document is available for review as part of Case No. 2010.0681E.

sustainable policies have resulted in the measured 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*.²¹ As such, the proposed project would result in a less than significant impact with respect to GHG emissions.

Table 3 – Greenhouse Gas-related Regulations Applicable to the Proposed Project

Regulation	Requirements
Bicycle parking in parking garages (Planning Code, Section 155.2(A))	Every garage will supply a minimum of six bicycle parking spaces.
Parking requirements for San Francisco's Mixed-Use zoning districts (Planning Code Section 151.1)	The Planning Code has established parking maximums for many of San Francisco's Mixed-Use districts.
San Francisco Green Building Requirements for Stormwater Management (SF Building Code, Chapter 13C); and San Francisco Stormwater Management Ordinance (Public Works Code Article 4.2)	Requires all new development or redevelopment disturbing more than 5,000 square feet of ground surface to manage stormwater on-site using low impact design. Projects subject to the Green Building Ordinance Requirements must comply with either LEED® Sustainable Sites Credits 6.1 and 6.2, or with the City's Stormwater ordinance and stormwater design guidelines.
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.
Mandatory Recycling and Composting Ordinance (Environment Code, Chapter 19)	The mandatory recycling and composting ordinance requires all persons in San Francisco to separate their refuse into recyclables, compostables and trash, and place each type of refuse in a separate container designated for disposal of that type of refuse.
San Francisco Green Building Requirements for construction and demolition debris recycling (SF Building Code, Chapter 13C)	These projects proposing demolition are required to divert at least 75% of the project's construction and demolition debris to recycling.
Street Tree Planting Requirements for New Construction (Planning Code Section 428)	Planning Code Section 143 requires new construction, significant alterations or relocation of buildings within many of San Francisco's zoning districts to plant on 24-inch box tree for every 20 feet along the property street frontage.

Wind and Shadow

Wind. Wind impacts are directly related to building design and articulation and the surrounding site conditions. The Market and Octavia PEIR identified a potential significant wind impact related to new construction and identified two mitigation measures to mitigate wind impacts. One measure applies to

²¹ San Francisco Planning Department, *Greenhouse Gas Compliance Checklist, 245 Valencia Street*, April 5, 2011. This document is available for review as part of Case No. 2010.0681E.

buildings in excess of 85 feet in height and would not apply to the proposed project. The other measure applies to all new construction. Based upon the experience of San Francisco environmental planners in reviewing wind analyses and expert opinion letters on other projects, it is generally (but not always) the case that projects under 80 feet in height do not have the potential to generate significant wind impacts. The proposed 50-foot tall building (with dome extending to 68 feet) would be similar in height to existing buildings in the area and to the building under construction to the south of the project site. The proposed building's dome-shaped long axis is aligned along prevailing winds rather than across prevailing winds. For these reasons, the project is not anticipated to cause substantial changes to the wind environment in pedestrian areas adjacent to or near the site. Thus, the wind mitigation measures identified in the PEIR would not apply to the proposed project.

Shadow. Planning Code Section 295 generally prohibits new buildings that would cast new shadow on open space that is under the jurisdiction of the San Francisco Recreation and Park Commission between one hour after sunrise and one hour before sunset, at any time of the year, unless that shadow would not result in a significant adverse effect on the use of the open space. No mitigation measures were included in the Market and Octavia PEIR for Parks and Open Space subject to Section 295, because no significant impacts were identified at the program level. For non-Section 295 parks and open space, the Market and Octavia Neighborhood PEIR identified potential significant impacts related to all new construction where the building height would exceed 50 feet in height and identified a shadow mitigation measure for parks and open space not subject to Section 295, which will reduce effects to a less-than-significant level.

Since the proposed would be 50 feet tall (with a dome extending to a height of 68 feet), a shadow fan analysis was conducted pursuant to Planning Code Section 295.²² The analysis found that there would be no shadow impact from the proposed project on any property under the jurisdiction of the Recreation and Parks Commission. The shadow fan for the proposed project also reveals that no plaza, public open space, parklet, park, or open space not subject to Section 295 other than sidewalks would be affected by the proposed project as designed. Thus the PEIR shadow mitigation measure would not apply to the proposed project.

The proposed project would shade portions of nearby streets and sidewalks at times within the project block. These new shadows would not exceed levels commonly expected in urban areas, and would be considered a less-than-significant effect under CEQA. The proposed building could cast shadow on nearby private property. The loss of sunlight for private property is rarely considered to be a significant impact on the environment under CEQA. Although occupants of nearby property may regard the increase in shadow as undesirable, the limited increase in shading as a result of the proposed project would not be considered a significant impact under CEQA.

In light of the above, the project would not result in a significant effect with regard to shadow, nor would the project contribute to any potential cumulative shading impacts.

²² San Francisco Planning Department, *Shadow Analysis, 275 Valencia Street*, December 15, 2010. This document is available for review as part of Case No. 2010.6681E.

Geology and Soils

The Market and Octavia PEIR identified a potential significant impact related to temporary construction on steeply sloping lots, and identified a mitigation measure that will reduce effects to a less-than-significant level. Since the project site is flat and construction would not alter the overall topography of the site, this mitigation measure would not apply to the proposed project.

A geotechnical investigation was performed for the proposed project.²³ The site is blanketed by approximately 8.5 to 13.5 feet of sand fill. The fill is generally loose to medium dense, although the fill encountered in one sample is dense to very dense to a depth of about 10 feet below ground surface (bgs). Variable soil conditions were encountered between the bottom of the fill and a depth of approximately 28 feet bgs. In the western portion of the site, the fill is underlain by loose to medium dense sand with silt interbedded with layers of loose clayey sand with organic material that extends to a depth of about 28 feet bgs. In the southeast portion of the site, a marsh deposit was encountered, consisting of very loose clayey sand and very soft sandy clay that extends to a depth of about 18 feet bgs. The marsh deposit is underlain by medium dense sand and sand with silt that becomes very dense at a depth of about 28.5 feet bgs. In the northeast corner of the site, the fill is underlain by medium dense sand interbedded with thin layers of medium stiff clay and loose clayey sand, including an approximately 3-foot-thick layer of medium stiff clay between depths of 14.5 and 17.5 feet.

The soil below a depth of approximately 28 feet bgs across the site consists of medium dense to very dense sand interbedded with occasional thin (i.e., less than one foot thick) layers or lenses of stiff clay that extends to depths ranging from about 47 to 50 feet bgs. Below the medium dense to very dense sand, medium stiff to very stiff clay with varying sand content was encountered that extends to depths ranging from about 62 to 73 feet bgs. The clay layer is underlain by layers of very dense sand, very dense clayey sand, and very stiff to hard clay that extend to the maximum depth explored of 75 feet bgs.

The geotechnical report concluded that to accommodate the proposed basement level and the building foundation, an excavation ranging from approximately 6.5 feet deep (assuming a foundation thickness of 2 feet) at the east end of the site to 13.5 feet deep at the west end would be required. This depth is 0 to 2 feet below the design groundwater level. A mat foundation was found to be the most appropriate foundation type for the proposed structure, provided the liquefaction potential of the soil below the mat foundation would be mitigated by compaction grouting. Supplemental ground improvement, such as jet grouting, would be required in the southeast corner of the site to transfer foundation loads below a weak marsh deposit.

The project is subject to a mandatory interdepartmental project review because the project site has been identified by the State of California Department of Conservation, Division of Mines and Geology, as a Seismic Hazard Zone. The Planning Department acts as the lead agency in collaboration with DBI, the Department of Public Works, and the San Francisco Fire Department. The project sponsor must request and participate in an interdepartmental project review prior to any application that requires a public

23 Rockridge Geotechnical, *Geotechnical Investigation: Proposed Annunciation Cathedral, 245 Valencia Street, San Francisco, California*. November 22, 2010.

hearing before the Planning Commission or new construction building permit. The interdepartmental meeting took place on June 1, 2011.

The final building plans would be reviewed by DBI. In reviewing building plans, DBI refers to a variety of information sources to determine existing hazards and assess requirements for mitigation. Sources reviewed include maps of Special Geologic Study Areas and known landslide areas in San Francisco as well as the building inspectors' working knowledge of areas of special geologic concern. Potential geologic hazards would be mitigated during the permit review process through these measures. To ensure compliance with all Building Code provisions regarding structure safety, when DBI reviews the geotechnical report and building plans for a proposed project, they will determine the adequacy of necessary engineering and design features. The above-referenced geotechnical investigation would be available for use by the DBI during its review of building permits for the site. Also, DBI could require that additional site-specific soils report(s) be prepared in conjunction with permit applications, as needed. 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 DBI implementation of the Building Code.

Hazards and Hazardous Materials

The Market and Octavia Neighborhood Plan PEIR identified potentially significant impacts related to hazardous materials in the project area, including those related to petroleum hydrocarbons in the soil, serpentine rock, asbestos, lead based paint, and radon. The PEIR noted that soils investigations will be expected on a development-by-development basis, and includes *Hazardous Materials Mitigation Measure 5.10.A*. The PEIR notes that implementation of required measures in compliance with applicable regulations and standards regarding underground storage tanks, buried debris, and unidentified contamination will reduce potential impacts to less-than-significant levels. Project Mitigation Measure 3 (*Mitigation Measure 5.10.A* from the PEIR), on page 20 of this Certificate of Determination, would apply to the proposed project.

In addition, the project would comply with San Francisco Health Code Article 22, which provides for safe handling of hazardous wastes in the City. It authorizes the San Francisco Department of Public Health (DPH) to implement the state hazardous waste regulations, including authority to conduct inspections and document compliance. Article 22A states that if more than 50 cubic yards of soil are to be disturbed, the reports must be submitted to the Department of Public Works and DPH. With compliance with hazardous materials regulations and Project Mitigation Measure 3, potential impacts of the proposed project related to exposure to hazardous materials would be less than significant.

Mineral/Energy Resources

No known minerals exist at the project site, and therefore the project would not contribute to any individual or cumulative impact on mineral resources. The California Energy Commission 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 require a major expansion of power facilities. Therefore, the energy demand associated with the project would not contribute to an individual or cumulative impact on energy resources.

Agricultural and Forest Resources

The project site does not contain agricultural uses or forest resources and is not zoned for such uses. Therefore, the proposed project would not result in any significant impacts related to agricultural and forest resources.

Project Mitigation Measures

Implementation of the following mitigation measure would reduce impacts related to air quality to a less than significant level.

Project Mitigation Measure 1 (5.6.A2 in PEIR) – Archeological Mitigation Measure. Based on a reasonable presumption 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 an archaeological consultant from the pool of qualified archaeological consultants maintained by the Planning Department archaeologist. The archeological consultant shall undertake an archeological testing program as specified herein. In addition, the consultant shall be available to conduct an archeological monitoring and/or data recovery program if required pursuant to this measure. The archeological consultant's work shall be conducted in accordance with this measure at the direction of the Environmental Review Officer (ERO). All plans and reports prepared by the consultant as specified herein shall be submitted first and directly to the ERO for review and comment, and shall be considered draft reports subject to revision until final approval by the ERO. Archeological monitoring and/or data recovery programs required by this measure could suspend construction of the project for up to a maximum of four weeks. At the direction of the ERO, the suspension of construction can be extended beyond four weeks only if such a suspension is the only feasible means to reduce to a less than significant level potential effects on a significant archeological resource as defined in CEQA Guidelines Sect. 15064.5 (a)(c).

Consultation with Descendant Communities: On discovery of an archeological site²⁴ associated with descendant Native Americans or the Overseas Chinese an appropriate representative²⁵ of the descendant group and the ERO shall be contacted. The representative of the descendant group shall be given the opportunity to monitor archeological field investigations of the site and to consult with ERO regarding appropriate archeological treatment of the site, of recovered data from the site, and, if applicable, any

²⁴ The term "archeological site" is intended here to minimally include any archeological deposit, feature, burial, or evidence of burial.

²⁵ An "appropriate representative" of the descendant group is here defined to mean, in the case of Native Americans, any individual listed in the current Native American Contact List for the City and County of San Francisco maintained by the California Native American Heritage Commission and in the case of the Overseas Chinese, the Chinese Historical Society of America.

interpretative treatment of the associated archeological site. A copy of the Final Archaeological Resources Report shall be provided to the representative of the descendant group.

Archeological Testing Program. The archeological consultant shall prepare and submit to the ERO for review and approval an archeological testing plan (ATP). The archeological testing program shall be conducted in accordance with the approved ATP. The ATP shall identify the property types of the expected archeological resource(s) that potentially could be adversely affected by the proposed project, the testing method to be used, and the locations recommended for testing. The purpose of the archeological testing program will be to determine to the extent possible the presence or absence of archeological resources and to identify and to evaluate whether any archeological resource encountered on the site constitutes an historical resource under CEQA.

At the completion of the archeological testing program, the archeological consultant shall submit a written report of the findings to the ERO. If based on the archeological testing program the archeological consultant finds that significant archeological resources may be present, the ERO in consultation with the archeological consultant shall determine if additional measures are warranted. Additional measures that may be undertaken include additional archeological testing, archeological monitoring, and/or an archeological data recovery program. If the ERO 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) A data recovery program shall be implemented, unless the ERO determines that the archeological resource is of greater interpretive than research significance and that interpretive use of the resource is feasible.

Archeological Monitoring Program. If the ERO in consultation with the archeological consultant determines that an archeological monitoring program shall be implemented 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 archeological consultant 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 risk these activities pose to potential 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 archeological 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 project 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 activities and 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 make a reasonable effort to assess the identity, integrity, and significance of the encountered archeological deposit, and present the findings of this assessment to the ERO.

Whether or not significant archeological resources are encountered, the archeological consultant shall submit a written report of the findings of the monitoring program to the ERO.

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

The scope of the ADRP shall include the following elements:

- *Field Methods and Procedures.* Descriptions of proposed field strategies, procedures, and operations.
- *Cataloguing and Laboratory Analysis.* Description of selected cataloguing system and artifact analysis procedures.
- *Discard and Deaccession Policy.* Description of and rationale for field and post-field discard and deaccession policies.
- *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 and 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. This shall include 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, custodianship, curation, 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 final report.

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 Environmental Planning division of the Planning Department shall receive one bound, one unbound and one unlocked, searchable PDF copy on CD 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 in or the high interpretive value of the resource, the ERO may require a different final report content, format, and distribution than that presented above.

Project Mitigation Measure 2 (5.8.B in PEIR) – Construction Mitigation Measure for Short-Term Exhaust Emissions. To reduce program or project level short-term exhaust emissions from construction equipment, the following mitigation measures shall be implemented for construction activities in the Project Area:

- Confine idle time of combustion engine construction equipment at construction sites to five minutes.
- Maintain and properly tune construction equipment in accordance to manufacturer's specifications.
- Use alternative fueled or electrical construction equipment at the project site when feasible.
- Use the minimum practical engine size for construction equipment.
- Equip gasoline-powered construction equipment with catalytic converters when feasible.

Project Mitigation Measure 3 (5.10.A in PEIR) Hazardous Materials Mitigation Measure. Program or project level mitigation measures would vary depending upon the type and extent of contamination

associated with each individual project. Mitigation measures to protect the community generally shall include:

- Airborne particulates shall be minimized by wetting exposed soils, as appropriate, containing runoff, and tarping over-night and weekends.
- Storage stockpiles shall be minimized, where practical, and properly labeled and secured.
- Vehicle speeds across unpaved areas shall not exceed 15 mph to reduce dust emissions.
- Activities shall be conducted so as not to track contaminants beyond the regulated area.
- Misting, fogging, or periodic dampening shall be utilized to minimize fugitive dust, as appropriate.
- Containments and regulated areas shall be properly maintained.

Public Notice and Comment

A “Notification of Project Receiving Environmental Review” was sent out on December 9, 2010, to the owners of properties within 300 feet, adjacent occupants of the project site, and interested parties. No comments were received in response to the notice.

Conclusion

The Market and Octavia PEIR incorporated and adequately addressed all potential impacts of the proposed project at 245 Valencia Street. As described above, the 245 Valencia Street project would not have any additional or peculiar significant adverse effects not examined in the Market and Octavia PEIR, nor has any new or additional information come to light that would alter the conclusions of the Market and Octavia PEIR. Thus, the proposed project at 245 Valencia Street would not have any new significant or peculiar effects on the environment not previously identified in the Market and Octavia PEIR, nor would any environmental impacts be substantially greater than described in the PEIR. No mitigation measures previously found infeasible have been determined to be feasible, nor have any new mitigation measures or alternatives been identified but rejected by the project sponsor. Therefore, in addition to being exempt from environmental review under Section 15183 of the CEQA Guidelines, the proposed project is also exempt under Section 21083.3 of the California Public Resources Code.

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Attachment A Community Plan Exemption Checklist

Case No.: 2010.0681E
Project Title: 245 Valencia Street – Annunciation Cathedral
Zoning: NCT-3 (Moderate Scale Neighborhood Commercial Transit) Use District; 50-X Height and Bulk District
Block/Lot: 3532/091
Lot Size: 46,557 square feet
Plan Area: Market and Octavia Neighborhood Plan
Staff Contact: Jeanie Poling – (415) 575-9072
jeanie.poling@sfgov.org

A. PROJECT DESCRIPTION

Project Site

The 46,557-square-foot (sf) project site is located on the east side of Valencia Street on the block bounded by 14th Street, Stevenson Street, and Clinton Park in the Mission District and within the Market and Octavia Neighborhood Plan Area. The project site, which is owned by the United Greek Orthodox Community of San Francisco, contains a 37,175 sf, approximately 35-foot-tall building constructed in 1995, and a 61-space surface parking lot south of the existing building. The existing U-shaped building surrounds an exterior courtyard that faces to the south toward the parking lot. The building contains a gymnasium/multi-purpose hall, classrooms, offices, a kitchen, storage, and a 2,254 sf temporary chapel. Annunciation Cathedral serves as the Cathedral Church for the Greek Orthodox Metropolis of San Francisco, which provides community, administrative, educational, and worship space to over 1,000 families.

Project Vicinity

The project block (surrounded by Valencia, 14th, Clinton Park, and Stevenson Streets) contains three parcels – the largest being the project site in the center of the block. To the north is a single-story building containing an auto service center, and to the south a 55-foot-tall, five-story, mixed-use (36 residences over retail) building is currently under construction. The immediate vicinity contains a wide range of buildings, from single-story industrial style to three- and four-story residential/commercial structures. The 40-foot-tall former Levi’s manufacturing building, now a school, is directly across Valencia Street from the project site. The imposing 190,000 sf, 65-foot-tall, brick Armory building is less than one block from the project site on the southwest corner of 14th and Mission Streets.

Proposed Project

The project would construct a new 31,786 sf, 50-foot tall building with a dome extending to a height of 68 feet, on the existing 61-space surface parking lot. The new building would contain 13,256 sf of assembly space on two levels and 18,530 sf (58 spaces) of below-ground parking, accessed from Valencia Street. The main level of the proposed building would contain the nave, side aisles, foyers, a sacristy and vestry, restrooms, a vestibule, closets, and an elevator lobby. The second floor, primarily open to below, would contain the choir loft, a choir room, a hall, stairs, elevator, and restrooms. The project would involve 6,600 cubic yards of excavation ranging from approximately 6.5 to 13.5 feet in depth.

The proposed project is the second phase of the project sponsor's program to rebuild its facilities lost to the Loma Prieta earthquake of 1989. The existing temporary chapel allows seating for 322 congregants, which is too small for the project site's current uses; during services, congregants gather in the hallway outside the temporary chapel and in the courtyard. The proposed project would allow seating for 677 congregants, and thus would be able to seat all who attend services. The existing building on the northern half of the project site would continue to be used as community and classroom space by Annunciation Cathedral. The proposed church has been designed to be large enough to safely accommodate the congregation even on major holidays. While the proposed project would provide adequate facilities for current uses, it would not be expected to attract new people to the project site. It is intended to seat everyone currently attending services.¹

Besides well-attended services during Easter and other holidays, the event that brings the most visitors to the site is an annual three-day Greek food festival, which is currently held on the existing parking lot. After project construction, the festival would continue, although it would occur primarily in interior spaces and would not be expected to add additional visitors to the festival.

The design for the proposed cathedral is inspired by Byzantine period church architecture in Istanbul, featuring a large dome over a central plan. The proposed two-story cathedral building would be 50 feet tall, with the dome, containing 24 dormer windows, extending to a height of 68 feet. The new cathedral is designed to interface with the existing building on the project site. Arched vestibules would connect the new building with the existing offices, hall, and chapel. The doors on the north side would open onto the existing courtyard.

Exterior walls would be white cement stucco, to match the walls of the existing building, with steel trowel finish and capped with cast stone. All window sills, columns, bases, capitals, paving, and steps would be gray cast stone. All windows, doors (except along Stevenson Street), trim, and eaves would be painted wood. The pitched roofs would be clay S-tiles, a color similar to the existing building on the project site.

¹ Letter from Rev. Stephen H. Kyriacou, Dean, Annunciation Cathedral, to Jeanie Poling, San Francisco Planning Department, regarding existing and proposed uses at 245 Valencia Street.

Project Approvals

The proposed project would require conditional use authorization from the San Francisco Planning Commission for nonresidential use of over 6,000 sf, pursuant to Section 121.1 of the Planning Code.²

New construction on the project site is subject to a mandatory interdepartmental project review because the project site has been identified by the State of California Department of Conservation, Division of Mines and Geology, as a Seismic Hazard Zone. The Planning Department acts as the lead agency in collaboration with the Department of Building Inspection, the Department of Public Works, and the San Francisco Fire Department. The project sponsor must request and participate in an interdepartmental project review prior to any application that requires a public hearing before the Planning Commission or new construction building permit. The interdepartmental project review meeting for the proposed project occurred on June 1, 2011.

The project sponsor proposes to add a passenger loading zone along Valencia Street in front of the proposed building. This zone would need to be approved by the SFMTA Department of Parking and Traffic at a public hearing.

Prior to issuance of a building permit, the project sponsor would be required to submit a Stormwater Control Plan and Operation and Management Plan to the San Francisco Public Utility Commission Wastewater Enterprise, Urban Watershed Management Program, which demonstrates compliance with the requirements of the City's Stormwater Design Guidelines.

Project Construction

Project construction is estimated to last 12 to 18 months. Current uses would continue on site, and during weekend services the church would engage its valet service to park cars in nearby lots that are usually used for weekday daytime parking and have space available during weekends. The Cathedral would not hold its annual Greek food festival during the year or two while project construction would occur.

Consistency with Market and Octavia Neighborhood Plan

This topic is discussed below under Section B.1, Land Use and Land Use Planning.

B. EVALUATION OF ENVIRONMENTAL EFFECTS

This Community Plan Exemption Checklist examines the potential environmental impacts that would result from implementation of the proposed project and indicates whether any such

² Kelley Amdur, San Francisco Planning Department, *Community Plan Exemption Eligibility Determination, Neighborhood Analysis, 245 Valencia Street*, April 21, 2011. These documents are available for review as part of Case File No. 2010.0681E at the San Francisco Planning Department, 1650 Mission Street, Suite 400.

impacts are addressed in the applicable programmatic environmental impact report (PEIR) for the plan area. Items checked "Sig. Impact Identified in PEIR" identify topics for which a significant impact is identified in the PEIR. In such cases, the analysis considers whether the proposed project would result in impacts that would contribute to the impact identified in the PEIR. If the analysis concludes that the proposed project would contribute to a significant impact identified in the PEIR, the item is checked "Proj. Contributes to Sig. Impact Identified in PEIR." Mitigation measures identified in the PEIR applicable to the proposed project are identified in the text for each topic area.

Items checked "Project Has Sig. Peculiar Impact" identify topics for which the proposed project would result in a significant impact that is peculiar to the project, i.e., the impact is not identified as significant in the PEIR. Any impacts not identified in the PEIR will be addressed in a separate Focused Initial Study or EIR.

All items for which the PEIR identified a significant impact or for the project would have a significant peculiar impact are also checked "Addressed Below," and are discussed.

<i>Topics:</i>	<i>Sig. Impact Identified in PEIR</i>	<i>Project Contributes to Sig. Impact Identified in PEIR</i>	<i>Project Has Sig. Peculiar Impact</i>	<i>Addressed Below</i>
1. LAND USE AND LAND USE PLANNING—will the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial impact upon the existing character of the vicinity?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Market and Octavia Neighborhood Plan ("Market and Octavia Plan") is intended to change the land use character of the project area to a transit-oriented, high-density mixed-use neighborhood. The Market and Octavia Neighborhood Plan PEIR ("Market and Octavia PEIR" or "the PEIR") analyzed the proposed land use changes and determined that the Market and Octavia Plan will not result in a significant adverse impact on land use character.

The project site was rezoned under the Market and Octavia Plan from C-M (Heavy Commercial) to NCT-3 (Moderate Scale Neighborhood Commercial Transit) Use District. The project site's 50-X height and bulk district designation did not change under the Market and Octavia Plan.

NCT-3 Districts are transit-oriented moderate- to high-density mixed-use neighborhoods of varying scale concentrated near transit services. These districts are well served by public transit and aim to maximize residential and commercial opportunities on or near major transit services.

Large institutions, including assembly uses, are permitted in NCT-3 Districts. The primary focus of the Market Octavia Plan is to maximize housing development near transit. The project would be subject to the Market and Octavia Community Impact Fee at the non-residential rate of \$3.40 per gross square foot.³

Because the project site fronts Stevenson Street, which is less than 40 feet wide, the project would be subject to Section 261.1 of the Planning Code, which sets additional height limits for narrow streets and alleys in Eastern Neighborhoods Neighborhood Commercial Transit Districts.

The proposed project is consistent with the development density and zoning in the Market and Octavia Plan. In addition, the Long Range Planning and Current Planning divisions of the San Francisco Planning Department have determined that the proposed project is consistent with the Market and Octavia Plan and satisfies the requirements of the San Francisco General Plan and the Planning Code.⁴ Therefore, the project is eligible for a Community Plan Exemption.

<u>Topics:</u>	<i>Sig. Impact Identified in PEIR</i>	<i>Project Contributes to Sig. Impact Identified in PEIR</i>	<i>Project Has Sig. Peculiar Impact</i>	<i>Addressed Below</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"/>
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 type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>

As stated previously, the Market and Octavia Plan is intended to change the existing land use character of the project area to a transit-oriented, high-density mixed-use neighborhood. The Market and Octavia PEIR found that while implementation of the Market and Octavia Plan will result in visual changes within the project area, these aesthetic changes will improve the overall

³ See Planning Code Section 421.3.

⁴ David Alumbaugh, San Francisco Planning Department, *Community Plan Exemption Eligibility Determination, Citywide Planning and Policy Analysis, 245 Valencia Street, April 26, 2011*; and Kelley Amdur, San Francisco Planning Department, *Community Plan Exemption Eligibility Determination, Neighborhood Analysis, 245 Valencia Street, April 21, 2011*. These documents are available for review as part of Case File No. 2010.0681E at the San Francisco Planning Department, 1650 Mission Street, Suite 400.

visual quality of the plan area. The PEIR concluded that the Market and Octavia Plan will not result in a substantial, demonstrable negative aesthetic effect on the existing visual character or quality of the area and its surroundings, and therefore, will result in a less-than-significant impact.

The Market and Octavia PEIR noted that development pursuant to the Market and Octavia Plan will result in an intensification of both height and density in portions of the project area, and that some new development will obstruct portions of certain longer-range views; however, the PEIR concluded that the neighborhood plan will not result in a significant adverse impact with regard to views. While new construction in the project area will generate additional night lighting, it will not be in amounts unusual for a developed urban area. Thus, the PEIR concluded that light and glare impacts will be less than significant.

The proposed project would involve the construction of a 31,786 sf, 50-foot-tall cathedral building with a dome that extends to a height of 68 feet. There are no scenic vistas or resources in the project vicinity.

While the proposed project would change the visual appearance of the site, the new building would not be substantially taller than existing development in the project vicinity. The existing building on the site is approximately 35 feet tall, with a dome and tower that extends to approximately 50 feet in height. Across Valencia Street are mixed-use buildings that are 50 feet in height, and adjacent to the project site, at 299 Valencia, a 55-foot-tall mixed-use building is currently under construction. In addition, the large and imposing 190,000 sf Armory building, San Francisco Landmark No 108, is one block from the project site. Thus, the project would be compatible with the height and bulk of several buildings in the project vicinity, and the project would not degrade the existing visual character or quality of the site and its surroundings. Furthermore, the project would not create a new source of substantial light or glare.

<i>Topics:</i>	<i>Sig. Impact Identified in PEIR</i>	<i>Project Contributes to Sig. Impact Identified in PEIR</i>	<i>Project Has Sig. Peculiar Impact</i>	<i>Addressed Below</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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Market and Octavia Plan encourages transit-oriented development by creating housing, jobs, and services near the existing transportation infrastructure, and is anticipated to result in a net increase of 7,620 residents by the year 2025. The Market and Octavia PEIR determined that while the neighborhood plan will generate household growth, it will not cause an adverse physical impact, as it will focus new housing development in San Francisco in an established urban area that has a high level of transportation and other public services that can accommodate the expected population increase.

The proposed project at 245 Valencia Street would not be expected to draw new users to the project site but would instead better accommodate existing site users. Although the new facilities could cause existing users to remain on site for longer periods of time (for example, a wedding reception could follow a wedding ceremony on site), the new facilities would not induce population growth or displace housing units or people. Therefore, impacts on population and housing would be less than significant.

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4. CULTURAL AND PALEONTOLOGICAL RESOURCES—Would the project:				
a) Cause a substantial adverse change in the significance of a 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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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"/>
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"/>

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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, 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" 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 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"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>

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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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>

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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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 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 checked="" type="checkbox"/>
g) Be substantially affected by existing noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Market and Octavia PEIR noted that the key potential noise impacts associated with the Market and Octavia Neighborhood Plan are from increasing thoroughfare traffic and construction-related impacts from building demolition, excavation, and new construction. Nonetheless, the PEIR concluded that while certain intersections will become noisier due to arterial changes, the increase in noise levels from mobile and stationary sources will result in a less-than-significant impact. The PEIR also noted that new development may introduce stationary sources of noise, such as electrical and mechanical air conditioning equipment located on rooftops, but that such increases in noise levels will be considered less than significant. The PEIR noted that construction noise will be subject to Article 29 of the San Francisco Police Code, which limits the hours of construction and the decibel levels of individual pieces of construction equipment, thus construction noise impacts will be less than significant. The PEIR included no noise mitigation measures.

The proposed project would increase the size of existing facilities but would not be expected to generate substantially more use on the site, with the exception that users on site may stay for longer periods of time. The community and worship uses would not exceed normal noise levels. Noises generated by assembly uses are common and generally accepted in urban areas. Noise generated by the proposed project's mechanical systems and traffic would be consistent with the analysis in the Market and Octavia PEIR. During the 18-month project construction period, construction noise would be temporary, intermittent, and restricted in occurrence and level, as the contractor would be obliged to comply with the City's Noise Ordinance. Thus, the project would result in less-than-significant noise impacts.

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7. AIR QUALITY				
Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>

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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 type="checkbox"/>	<input checked="" type="checkbox"/>
b) Create new shadow in a manner that substantially affects outdoor recreation facilities or other public areas?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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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 type="checkbox"/>	<input checked="" 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"/>
c) Physically degrade existing recreational resources?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Market and Octavia PEIR noted that the project area is relatively densely populated, and that the project area south of Market Street has no existing parks. The neighborhood plan included the creation of several parks and other measures aimed at improving the quality of residential streets and alleys as neighborhood open spaces or multi-use areas. Thus, the neighborhood plan was anticipated to have a beneficial impact on recreational facilities.

The project as proposed would not bring new residents, employees, or visitors to the site. Thus, the proposed project would not result in significant impacts, either individually or cumulatively, in regard to recreation facilities, nor require the construction or expansion of public recreation facilities.

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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"/>
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"/>
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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" 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"/>
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 type="checkbox"/>	<input checked="" 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"/>

The Market and Octavia PEIR noted that the water and wastewater systems in San Francisco are adequate to meet existing and projected demand, and that implementation of the neighborhood plan will not result in significant impacts to water or wastewater services in San Francisco. The PEIR also concluded that the neighborhood plan will not result in significant impacts to electricity or gas systems.

The proposed project would not result in an expansion of use that would require the construction of new wastewater/storm water treatment facilities or expansion of existing ones. The proposed project would have sufficient water supply available from existing entitlement, and solid waste generated by project construction and operation would not result in the landfill exceeding its permitted capacity, and the project would not result in a significant solid waste generation impact. Utilities and service systems would not be adversely affected by the project, individually or cumulatively, and no significant impact would ensue.

The project would comply with the City's Stormwater Management Ordinance, which requires the project to maintain or reduce the existing volume and rate of stormwater runoff discharged from the site. To achieve this, the project would implement and install appropriate stormwater management systems that retain runoff on site, promote stormwater reuse, and limit site

discharges entering the combined sewer collection system. This, in turn, would limit the incremental demand on both the collection system and wastewater facilities resulting from stormwater discharges, and minimize the potential need for expanding or constructing new facilities. Thus, the project would not require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.

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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 type="checkbox"/>	<input checked="" type="checkbox"/>

The Market and Octavia PEIR analyzed growth projections and determined that the neighborhood plan’s impacts on public services will not be significant. No mitigation measures were identified in the PEIR.

The proposed project would not expand use on the site; thus, the project would not increase demand for police or fire protection services and would not necessitate new school facilities in San Francisco. The proposed project would not result in a significant impact to public services.

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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"/>

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b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on 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"/>
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"/>
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"/>
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"/>

The Market and Octavia PEIR addressed biological resources and noted that the neighborhood plan area is a developed urban area that is completely covered by structures, impervious surfaces, and introduced landscaping. No known rare, threatened, or endangered animal or plant species are known to exist in the plan area, and the PEIR concluded that the proposed project will not have a significant impact on biological resources.

The project site is covered entirely by existing buildings and a paved parking lot. Similar to the rest of the neighborhood plan area, the project site does not support or provide habitat for any rare or endangered wildlife species, animal, or plant life or habitat. Accordingly, the proposed project would result in no impact on sensitive species, special status species, native or migratory fish species, or wildlife species.

There are no existing trees on the project site. There are 18 street trees bordering the project site along Valencia Street and Stevenson Streets. Two of the trees along Valencia Street would be relocated to accommodate the new curb cut location, and new street trees would be planted along Stevenson Street in compliance with Planning Code Section 138.1 and thus would not conflict with any local policies or ordinances protecting trees.

The project would not result in any significant effect with regard to biological resources and would not contribute to any potential cumulative effects on biological resources.

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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"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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"/>
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"/>
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 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"/>

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15. HYDROLOGY AND WATER QUALITY— Would the project:				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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"/>
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"/>
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"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 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 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"/>
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"/>

The Market and Octavia PEIR noted that most of the plan area is paved or covered by structures. Wastewater and stormwater flow to the City’s combined sanitary and stormwater sewer system. The project site is completely covered by existing buildings and an impervious surface lot, and would be completely covered by the proposed cathedral building.

The City’s Stormwater Management Ordinance became effective May 22, 2010. As addressed in Public Works Code Section 147.2, stormwater design guidelines have been instituted to minimize the disruption of natural hydrology. The project, which resides in a combined sewer area, would be required to achieve the performance requirements of LEED Sustainable Sites (SS) c6.1, “Stormwater Design: Quantity Control” and must implement a low impact design approach to stormwater management that reduces existing stormwater runoff flow rate and volume by 25

percent for a two-year 24-hour design storm. Low impact design approaches may include a reduction of impervious cover, stormwater reuse, and increased infiltration.

In compliance with the Stormwater Management Ordinance, the project would maintain or reduce the existing volume and rate of stormwater runoff discharged from the site by implementing and installing appropriate stormwater management systems that retain runoff onsite, promote stormwater reuse, and limit site discharges before they enter the combined sewer collection system. In addition, the stormwater management system would capture and treat stormwater runoff from 90 percent of the average rainfall, and mitigate stormwater quality effects by promoting treatment or infiltration of stormwater runoff prior to discharging to the separate sewer system and entering the bay or ocean. Compliance with these requirements would ensure that effects related to hydrology and water quality would not be significant, either individually or cumulatively.

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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"/>
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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" 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 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 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 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"/>

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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"/>

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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 checked="" type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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 type="checkbox"/>	<input checked="" type="checkbox"/>

This topic was not addressed in the Market and Octavia PEIR; thus, the topic is addressed in the Certificate of Determination.

<i>Topics:</i>	<i>Sig. Impact Identified in PEIR</i>	<i>Project Contributes to Sig. Impact Identified in PEIR</i>	<i>Project Has Sig. Peculiar Impact</i>	<i>Addressed Below</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 Dept. 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 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 checked="" type="checkbox"/>

<i>Topics:</i>	<i>Sig. Impact Identified in PEIR</i>	<i>Project Contributes to Sig. Impact Identified in PEIR</i>	<i>Project Has Sig. Peculiar Impact</i>	<i>Addressed Below</i>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)) or timberland (as defined by Public Resources Code Section 4526)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

This topic was not addressed in the Market and Octavia PEIR; thus, the topic is addressed in the Certificate of Determination.

<i>Topics:</i>	<i>Sig. Impact Identified in PEIR</i>	<i>Project Contributes to Sig. Impact Identified in PEIR</i>	<i>Project Has Sig. Peculiar Impact</i>	<i>Addressed Below</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 type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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 type="checkbox"/>	<input type="checkbox"/>
c) Have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Market and Octavia PEIR identified significant and unavoidable impacts related to shadow, traffic, and transit. As discussed in this document and the Certificate of Determination, the proposed project would not contribute to the significant shadow, traffic, or transit impacts

identified in the Market and Octavia PEIR, and the proposed project would not result in new, peculiar environmental effects, or effects of greater severity than were already analyzed and disclosed in the Market and Octavia PEIR.



275 Valencia Proposed Project, 2010.0681C

Brian Whitty

to:

Brittany Bendix, Supervisor Jane Kim, April Veneracion

09/09/2011 10:42 AM

Show Details

History: This message has been replied to.

Hello, Brittany, I am writing regarding the proposed 275 Valencia Street project (to be heard at the September 22, 2011 Planning Commission hearing) to propose that the Planning Department place conditions on the project limiting construction hours/days and minimizing noise impacts on the neighborhood.

I am a resident of Woodward Street behind the cathedral. My Supervisor, Jane Kim, and her Land Use/Planning Legislative Aide, April Veneracion, are included on this email.

I understand that the existing parking lot will be replaced with a 68 foot building and underground parking. The construction of such a structure, particularly the excavation for the underground parking, will be of course quite loud for numerous residents in the neighborhood, where there is enough open space to allow noise to reach residents to the west, south, and east (where I live).

The current construction at 299 Valencia Street has taken nearly a year so far and there is still another story to be constructed. Work regularly begins at 7:00 a.m. Monday through Saturday, and it has been quite disruptive for many of us for too long. The excavation of the underground parking at 299 Valencia was particularly loud and I question if some of the soil work involving an extremely loud conveyor belt could have been performed off-site to minimize noise impacts. Equivalent buildings constructed in the neighborhood have been completed with a much quicker timeline. I feel that construction projects should have constraints on work hours/days as well follow best practices to minimize the timeline of work and get things done quickly.

I look forward to 299 Valencia being completed and the noise to end, but now understand that Annunciation Cathedral wished to commence construction at 275 Valencia based on a Conditional Use Authorization. I believe that a condition limiting work hours to 9:00 a.m.-5:00 p.m. Monday through Friday only are appropriate to give relief to neighborhood residents. ** I would also like to ask if there are conditions that can be placed which will keep the construction on a fast track and minimize noise impacts over time. **

I understand that certain steps are necessary--excavation, pile driving, etc.--but Annunciation Cathedral should show respect to its neighbors and minimize construction impacts such as noise and get their project done as quick as possible.

Thank you.

Brian Whitty
82 Woodward Street
San Francisco, CA 94103

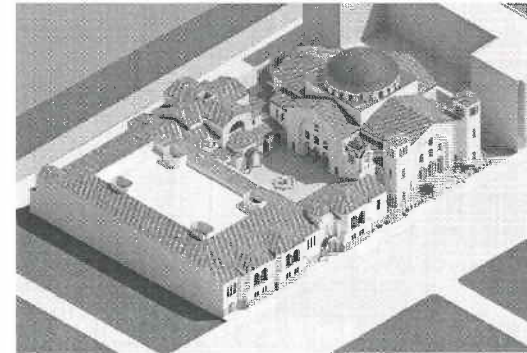
ANNUNCIATION CATHEDRAL
275 VALENCIA STREET
SAN FRANCISCO, CA



VIEW FROM VALENCIA STREET



VIEW FROM STEVENSON STREET



ISOMETRIC VIEW FROM ABOVE VALENCIA STREET

DRAWING INDEX

- A0.0 INDEX SHEET
- A0.1 SITE IMAGES
- A1.1 PLOT PLAN
- A1.6 BETTER STREETS PLAN
- A2.0 GARAGE FLOOR PLAN
- A2.1 FLOOR PLAN
- A2.2 SECOND FLOOR PLAN
- A2.3 ROOF PLAN
- A4.1 LONGITUDINAL SECTION
LOOKING TOWARD COURTYARD,
SECTION @ ELEVATOR TOWER
- A4.2 LONGITUDINAL SECTION
LOOKING SOUTH
- A4.3 LATITUDINAL SECTIONS LOOKING
WEST TOWARD CHORUS LOFT
- A4.4 LATITUDINAL SECTIONS LOOKING
EAST TOWARD IERON
- A5.0 STREET ELEVATIONS AND GRADE
PLANE DIAGRAM
- A5.1 FRONT ELEVATION WEST
- A5.2 COURTYARD ELEVATION NORTH
- A5.3 BACK ELEVATION EAST
- A5.4 SOUTH ELEVATION

ISSUES



172 RUSS STREET
SAN FRANCISCO
CALIFORNIA 94103
415-397-7339
415-621-3331

Annunciation Cathedral
275 Valencia Street
San Francisco, CA

INDEX SHEET	
Date	09-13-11
Scale	N/A
Drawn	LP
Job	0101
Sheet	A0.0



VIEW FROM VALENCIA STREET



VIEW FROM STEVENSON STREET



ISOMETRIC VIEW FROM ABOVE VALENCIA STREET

DRAWING INDEX

A0.0	TITLE SHEET
A0.1	SITE IMAGES
A1.1	PLD. PLAN
A2.0	GARAGE FLOOR PLAN
A2.1	FLOOR PLAN
A2.2	SECTION FLOOR PLAN
A2.3	ROOF PLAN
A1.1	LONGITUDINAL SECTION LOOKING TOWARD COURTYARD
A1.2	SECTION & ELEVATOR LOAHER
A1.3	LONGITUDINAL SECTION LOOKING SOUTH
A1.4	ATTITIONAL SECTIONS (LOOKING WEST TOWARD CHOR) (LOOKING EAST TOWARD CHOR) (LOOKING NORTH TOWARD CHOR) (LOOKING SOUTH TOWARD CHOR)
A5.0	SITE ELEVATIONS AND GRADE PLANE DIAGRAM
A5.1	FRONT ELEVATION WEST
A5.2	COURTYARD ELEVATION NORTH
A5.3	BACK ELEVATION EAST
A5.4	SOUTH ELEVATION

ISSUES

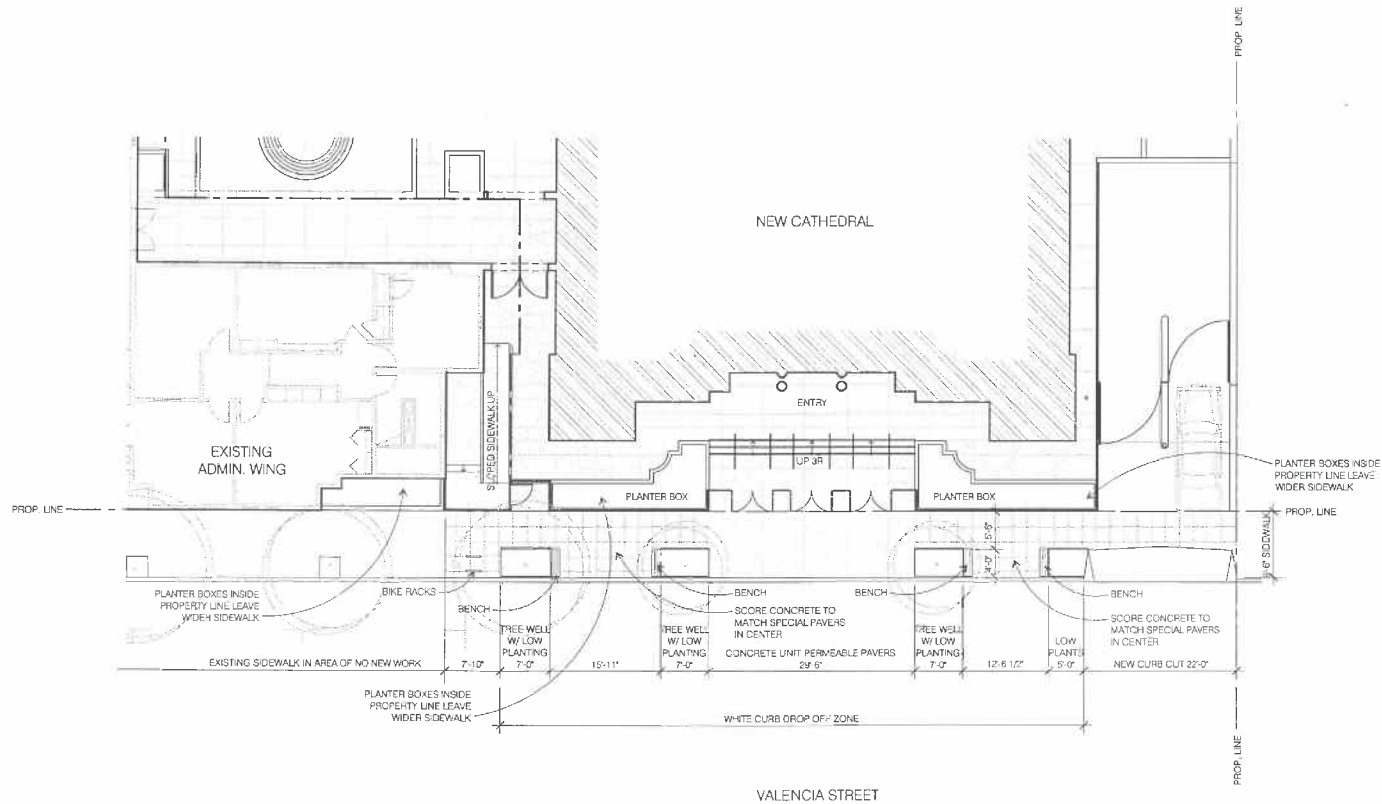


172 RUSS STREET
SAN FRANCISCO
CALIFORNIA 94103
415.391.3297
312.621.8888

Annunciation Cathedral
275 Valencia Street
San Francisco, CA

INDEX SHEET

Date	04.26.11
Scale	1:50
Drawn	SP
CS	CS
Sheet	A0.0



BETTER STREETS PLAN

SCALE 1/8"=1'-0"



ISSUES

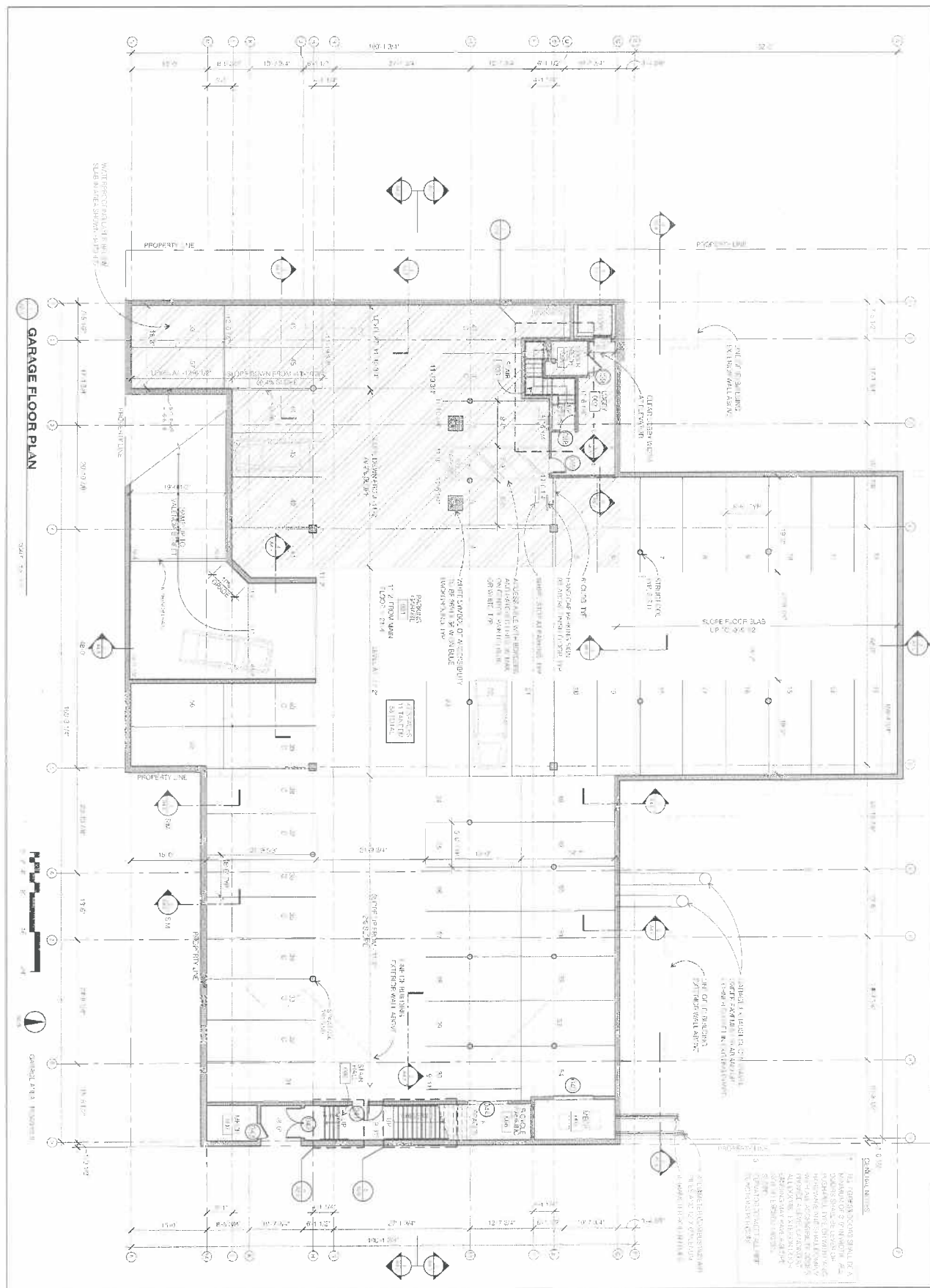
**GOLD
MAN**
ARCHITECTS

172 RUSS STREET
SAN FRANCISCO
CALIFORNIA 94103
415-391-1330
415-621-3393 F

Annunciation Cathedral
275 Valencia Street
San Francisco, CA

BETTER STREETS PLAN

Date	09-13-11
Scale	1/8" = 1'-0"
Drawn	LP
App	DP1
Sheet	A1.6



GARAGE FLOOR PLAN

DATE: 10.17.17



GENERAL NOTES

A20

GARAGE FLOOR PLAN

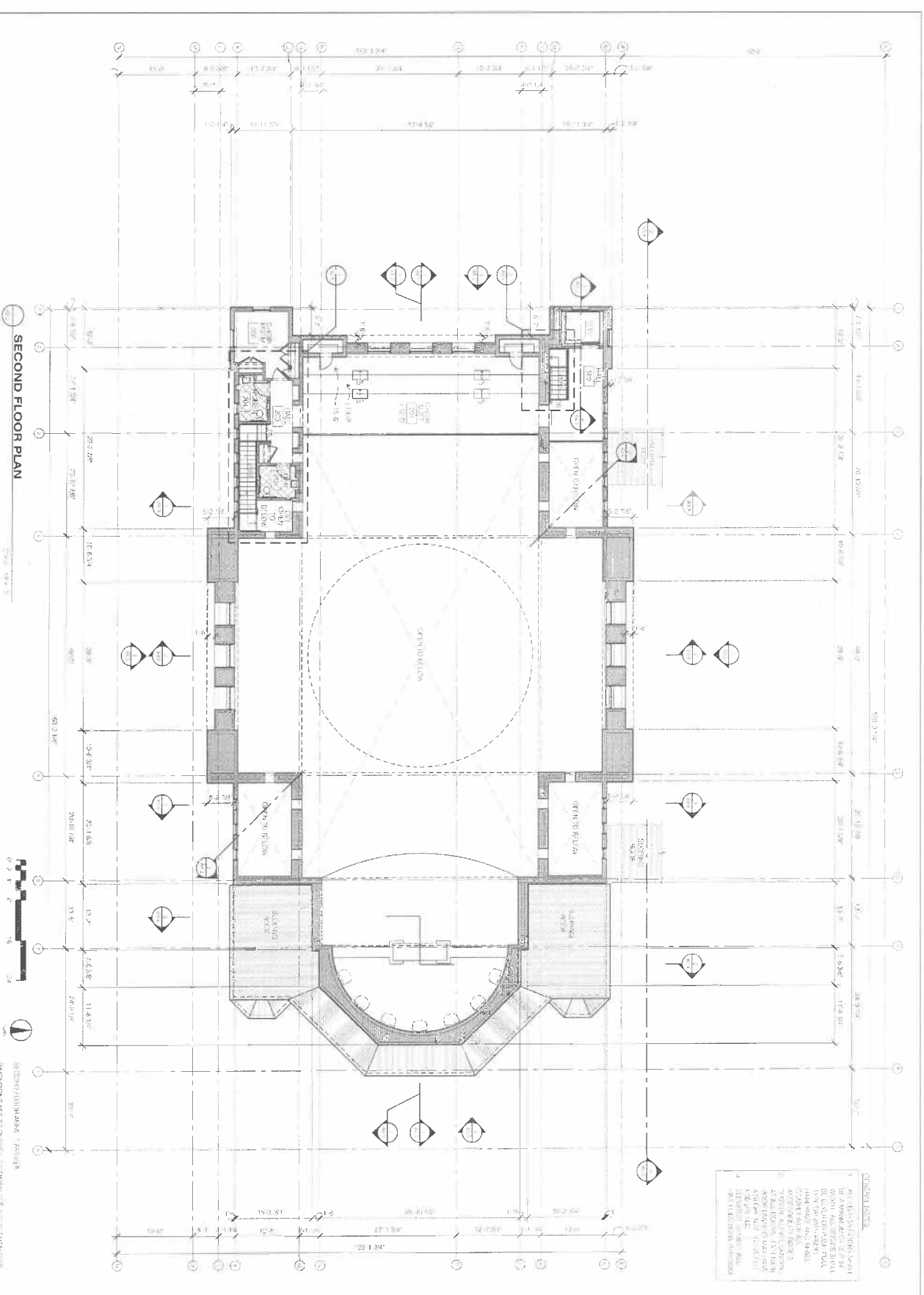
Annunciation Cathedral
 275 Valencia Street
 San Francisco, CA

GOLD MANN ARCHITECTS

THE GOLD MANN ARCHITECTS
 1501 FERRY BUILDING
 SAN FRANCISCO, CALIFORNIA 94109
 415.398.1338
 WWW.GOLDMANNARCHITECTS.COM

1. ALL CONCRETE SHALL BE 4000 PSI STRENGTH CONCRETE WITH 4% STEEL FIBERS. ALL CONCRETE SHALL BE CAST IN PLACE. ALL CONCRETE SHALL BE CURED WITH WET BURLAP AND COVERED WITH PLYWOOD. ALL CONCRETE SHALL BE FINISHED WITH A BROOM FINISH. ALL CONCRETE SHALL BE PROTECTED FROM DAMAGE DURING CONSTRUCTION. ALL CONCRETE SHALL BE PROTECTED FROM DAMAGE DURING CONSTRUCTION.

SECOND FLOOR PLAN



SECOND FLOOR PLAN
 DIMENSIONS ARE TO CENTER OF TYPICAL DOOR OR WINDOW

1. ALL DIMENSIONS SHOWN ARE TO CENTER OF TYPICAL DOOR OR WINDOW UNLESS OTHERWISE NOTED.
 2. ALL DIMENSIONS SHOWN ARE TO CENTER OF TYPICAL DOOR OR WINDOW UNLESS OTHERWISE NOTED.
 3. ALL DIMENSIONS SHOWN ARE TO CENTER OF TYPICAL DOOR OR WINDOW UNLESS OTHERWISE NOTED.
 4. ALL DIMENSIONS SHOWN ARE TO CENTER OF TYPICAL DOOR OR WINDOW UNLESS OTHERWISE NOTED.
 5. ALL DIMENSIONS SHOWN ARE TO CENTER OF TYPICAL DOOR OR WINDOW UNLESS OTHERWISE NOTED.

A2.2

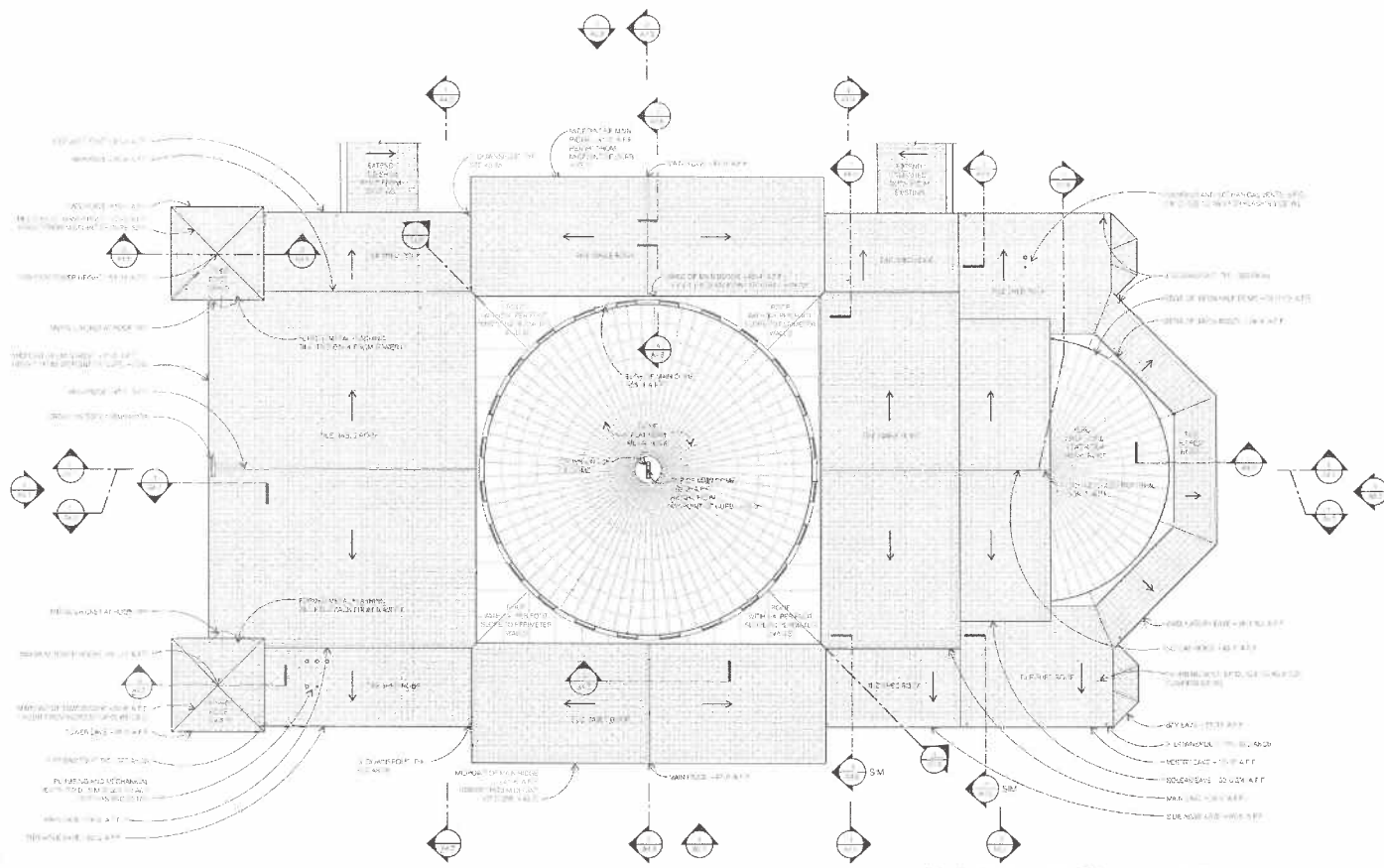
SECOND FLOOR PLAN

Annunciation Cathedral
 275 Valencia Street
 San Francisco, CA

1175 KASH STREET
 SAN FRANCISCO
 CALIFORNIA 94133
 TEL: 415.398.1333
 FAX: 415.398.1333
GOLDMAN ARCHITECTS

10/24/13

WEST GABLE	
AREA	144 SQ FT
VENTING REQ'D	1.00 SQ FT
EAVE	
11' 3" SQ IN LINEAL FOOT	318 SQ FT
LINEAL FEET	11' 9" PER SIDE
TOTAL LINEAL FEET	47
TOTAL VENTING	3.67 SQ FT
ROOF	
21' 6" SQ IN LINEAL FOOT	278 SQ FT
LINEAL FEET	48
TOTAL ROOF VENTING	9.36 SQ FT
TOTAL VENTING	19.3 SQ FT
EAST GABLE	
AREA	144 SQ FT
VENTING REQ'D	0.89 SQ FT
EAVE	
11' 3" SQ IN LINEAL FOOT	318 SQ FT
LINEAL FEET	11' 9" PER SIDE
TOTAL LINEAL FEET	47
TOTAL VENTING	3.67 SQ FT
ROOF	
21' 6" SQ IN LINEAL FOOT	278 SQ FT
LINEAL FEET	48
TOTAL ROOF VENTING	9.36 SQ FT
TOTAL VENTING	19.3 SQ FT
NORTH AND SOUTH HUNDLES OF	
AREA	400 SQ FT
VENTING REQ'D	3.73 SQ FT
EAVE	
11' 3" SQ IN LINEAL FOOT	318 SQ FT
LINEAL FEET	16' 0" PER SIDE
TOTAL LINEAL FEET OF EAVE	31.8
TOTAL VENTING	3.67 SQ FT
ROOF	
21' 6" SQ IN LINEAL FOOT	278 SQ FT
LINEAL FEET	48
TOTAL ROOF VENTING	9.36 SQ FT
TOTAL VENTING	19.3 SQ FT
SOLARIS	
AREA	1010 SQ FT
VENTING REQ'D	6.26 SQ FT
EAVE	
11' 3" SQ IN LINEAL FOOT	318 SQ FT
LINEAL FEET	22' 0" PER SIDE
TOTAL LINEAL FEET OF EAVE	44
TOTAL VENTING	6.62 SQ FT
ROOF	
21' 6" SQ IN LINEAL FOOT	278 SQ FT
LINEAL FEET	48
TOTAL ROOF VENTING	9.36 SQ FT
TOTAL VENTING	19.3 SQ FT
AMBULATORY	
AREA	310 SQ FT
VENTING REQ'D	2.13 SQ FT
EAVE	
11' 3" SQ IN LINEAL FOOT	318 SQ FT
LINEAL FEET	24' 0" PER SIDE
TOTAL LINEAL FEET OF EAVE	48
TOTAL VENTING	6.62 SQ FT
ROOF	
21' 6" SQ IN LINEAL FOOT	278 SQ FT
LINEAL FEET	48
TOTAL ROOF VENTING	9.36 SQ FT
TOTAL VENTING	19.3 SQ FT
TOTAL VENTING	
TOTAL AREA	1110 SQ FT
AREA WITH 1/2" MINIMUM HEAD	1010 SQ FT
TOTAL VENTING - AREA	8.99 SQ FT
TOTAL VENTING REQ'D	6.62 SQ FT
TOTAL VENTING PROVIDED	20.86 SQ FT
<p>THESE WILL HAVE 1/2" MINIMUM HEAD AND 1/2" MINIMUM HEAD FOR ALL THE GABLES</p> <p>SIDE GABLE ROOF ROOF ARE FRAMED TO BE OPEN TO MANICABLES SOLID ROOF, HAS 2 PAGES AND THE OTHER SIDE OF THE RAISE IN VENTILATION WILL BE FRAMED THEN TO BE 2 1/2" MINIMUM HEAD HAVE HAVE VENTING</p>	



ROOF PLAN

ALL SHED AND GABLE ROOFS 3/12 U.P.C.	AREA ABOVE OF	
GUTTERS ON LOWER SHED ROOFS	ROOF	1030 SQ FT
	NORTH TOWER	109 SQ FT
	SOUTH TOWER	109 SQ FT
SP PLANNING CODE 250.0.1 HEIGHT LIMIT = 67	TOTAL AREA OF ROOF	2317 SQ FT
NOT INC. BEING ORNAMENTAL AND SYMBOLIC	TOTAL AREA OF FOOT	11,311 SQ FT
REQUIREMENTS OF PUBLIC AND RELIGIOUS BUILDINGS		
AND STRUCTURES, INCLUDING TOWERS,		
AND Spires, shall be suitable because they are		
FOR HUMAN OCCUPANCY		

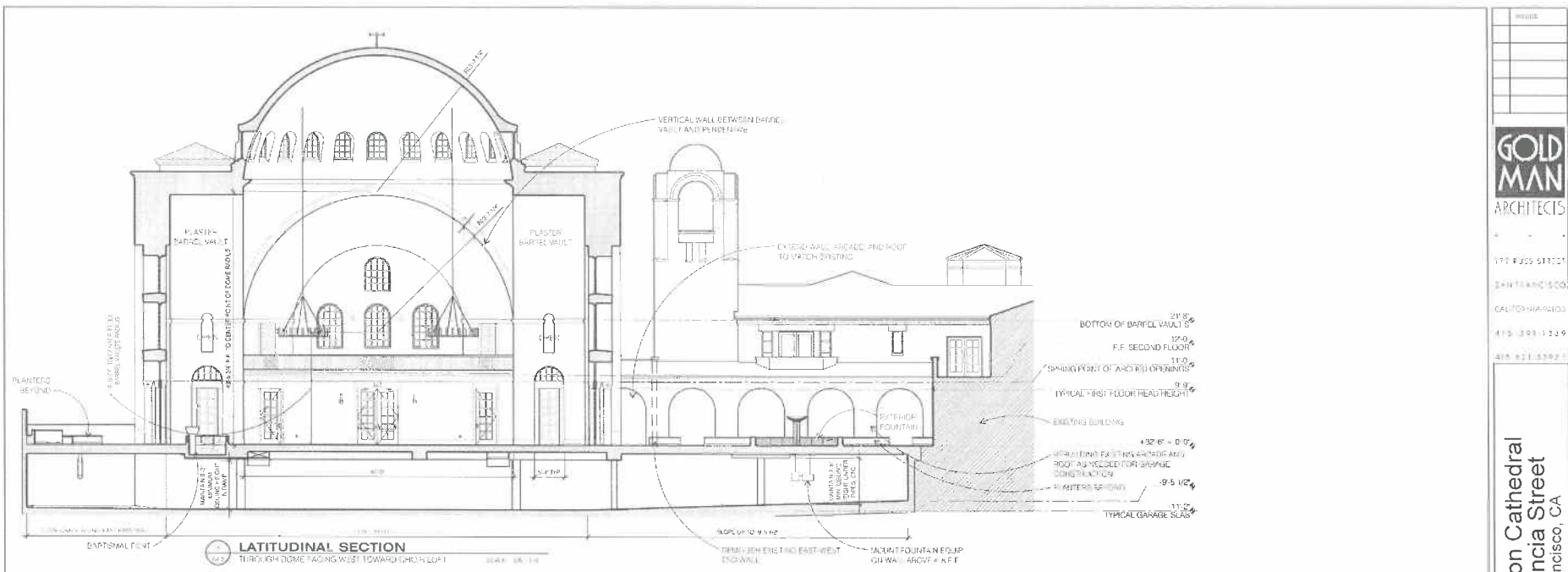
GOLD MAN ARCHITECTS

271 PINE STREET
SAN FRANCISCO, CALIFORNIA 94102
415.398.1339
415.398.3941

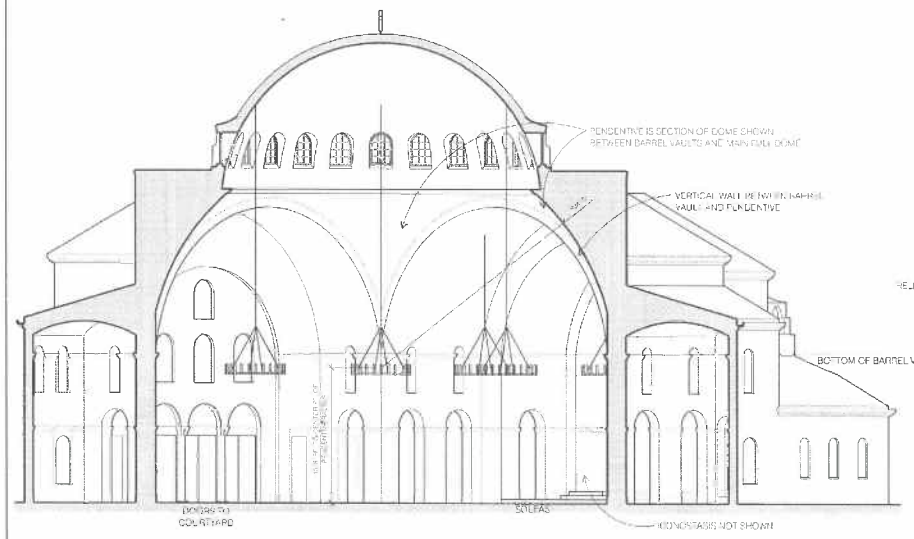
Annunciation Cathedral
275 Valencia Street
San Francisco, CA

ROOF PLAN

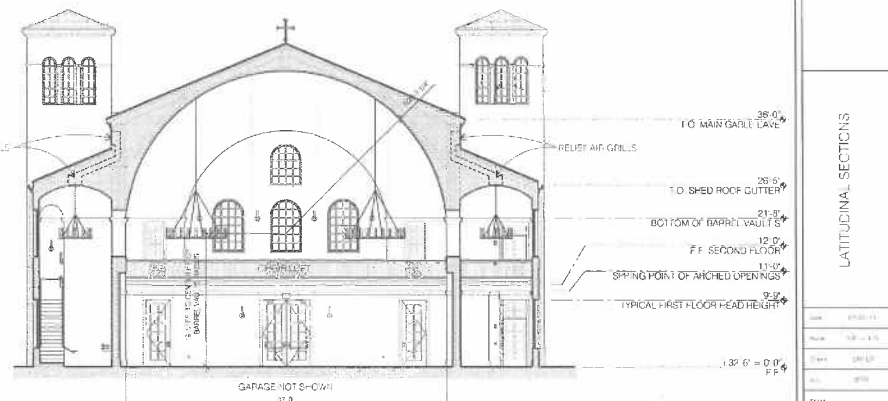
A2.3



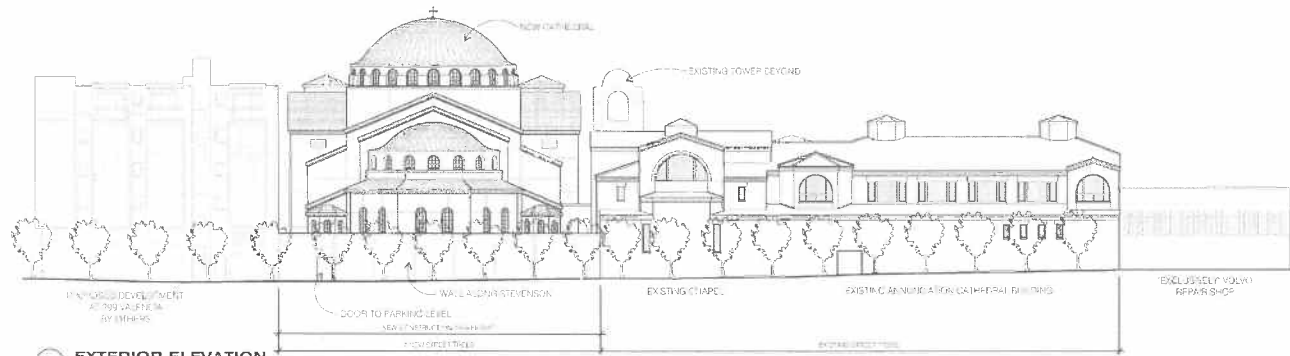
LATITUDINAL SECTION
THROUGH DOME FACING WEST TOWARD CHORUS LOFT
SCALE: 1/8" = 1'-0"



DIAGONAL SECTION THROUGH MAIN DOME
FACING NORTHEAST (SIMPLIFIED)
SCALE: 1/8" = 1'-0"



LATITUDINAL SECTION
FACING WEST TOWARD CHORUS LOFT
SCALE: 1/8" = 1'-0"



EXTERIOR ELEVATION
1 BACK ELEVATION AT STEVENSON STREET



EXTERIOR ELEVATION
FRONT ELEVATION AT VALENCIA STREET



EXTERIOR ELEVATION
GRADE PLANE DIAGRAM

GROUP
GOLD MAN ARCHITECTS
727 RYAN STREET SAN FRANCISCO CALIFORNIA 94102 415.263.1828 415.421.3397
Annunciation Cathedral 275 Valencia Street San Francisco, CA
STREET ELEVATIONS
DATE: 08/11/10
SCALE: 1/8" = 1'-0"
1/4" = 1'-0"
1/2" = 1'-0"
1" = 1'-0"
A5.0

GOLD MAN ARCHITECTS

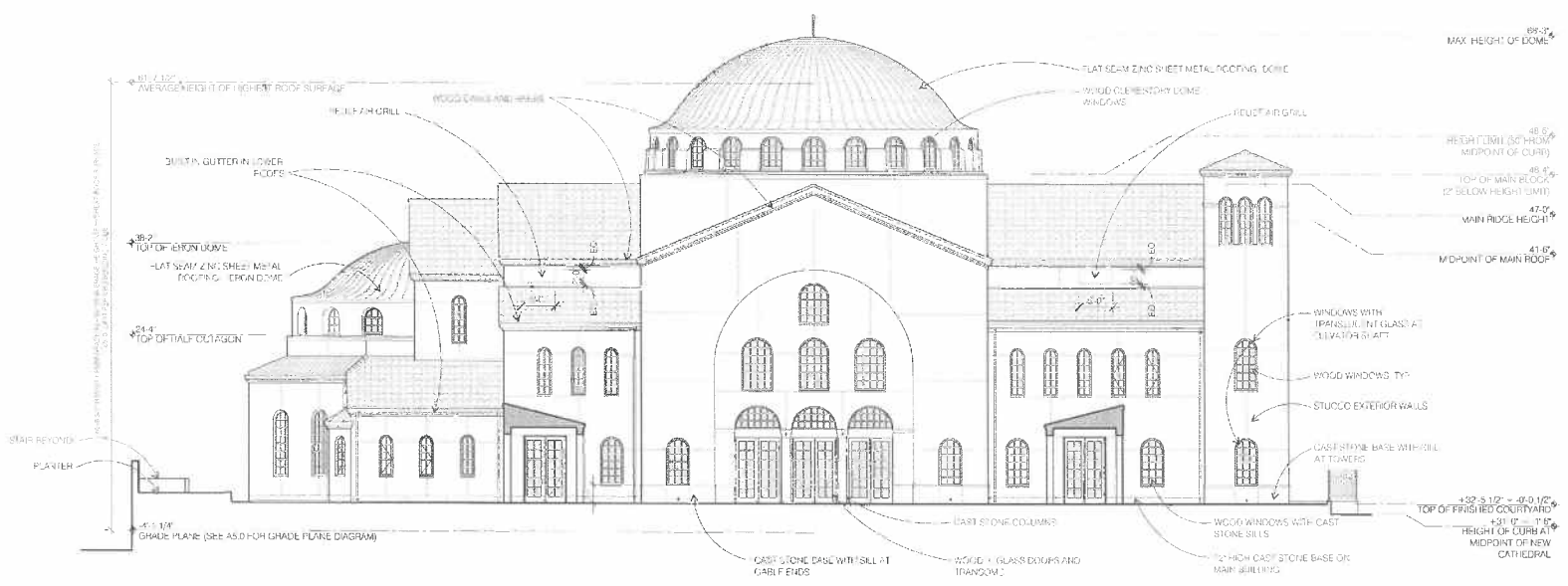
12 FOUR STREET
SAN FRANCISCO
CALIFORNIA 94103
415-397-1134
415-421-8388

Annunciation Cathedral
275 Valencia Street
San Francisco, CA

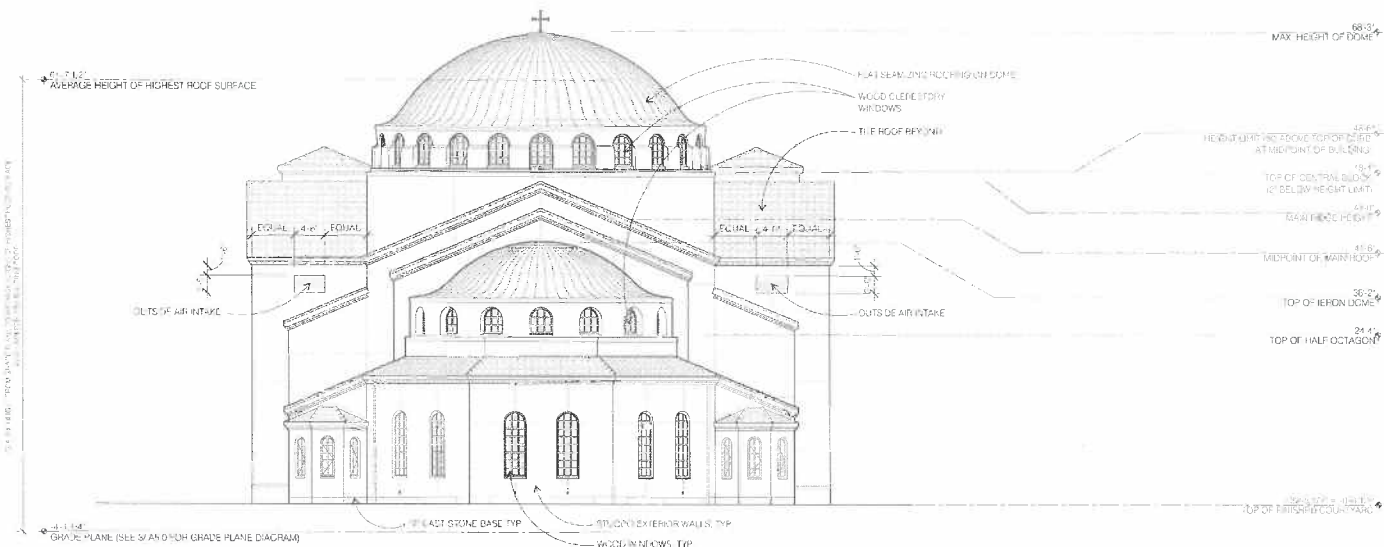
COURTYARD ELEVATION - NORTH

DATE	08-26-11
BY	ML - JRM
CHECKED	LS
SCALE	3/8" = 1'-0"
NO.	1001

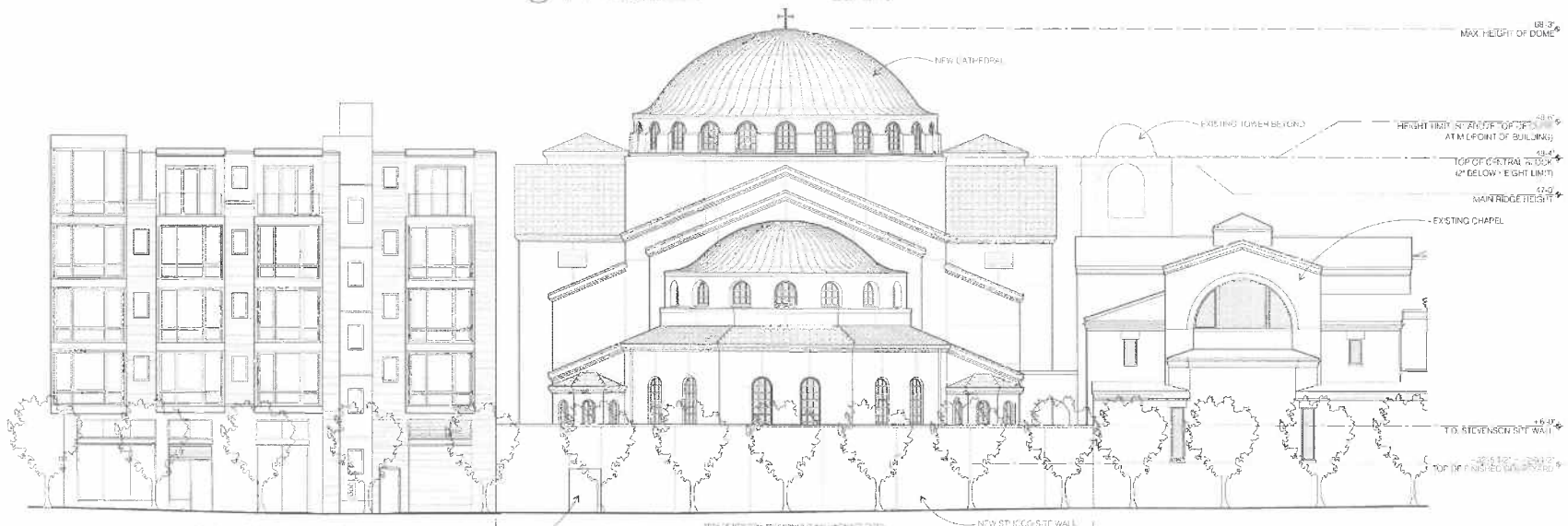
A5.2



EXTERIOR ELEVATION
COURTYARD ELEVATION - NORTH



EXTERIOR ELEVATION
BACK ELEVATION @ COURTYARD SCALE: 1/8" = 1'-0"



EXTERIOR ELEVATION
BACK ELEVATION @ STEVENSON STREET SCALE: 1/8" = 1'-0"

NO.	REVISIONS

GOLD MAN ARCHITECTS

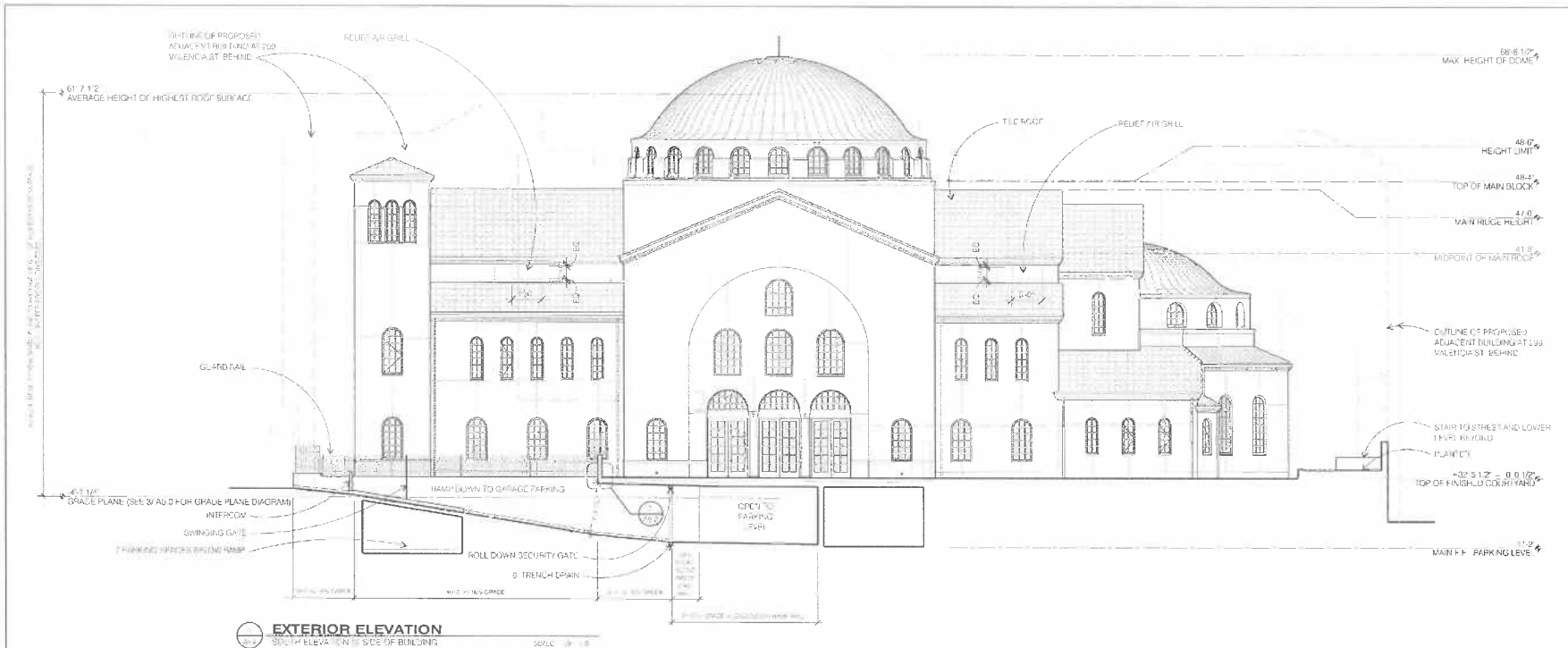
172 BUID ST 1551
SAN FRANCISCO
CALIFORNIA 94103
415 393 1329
415 327 3362

Annunciation Cathedral
275 Valencia Street
San Francisco, CA

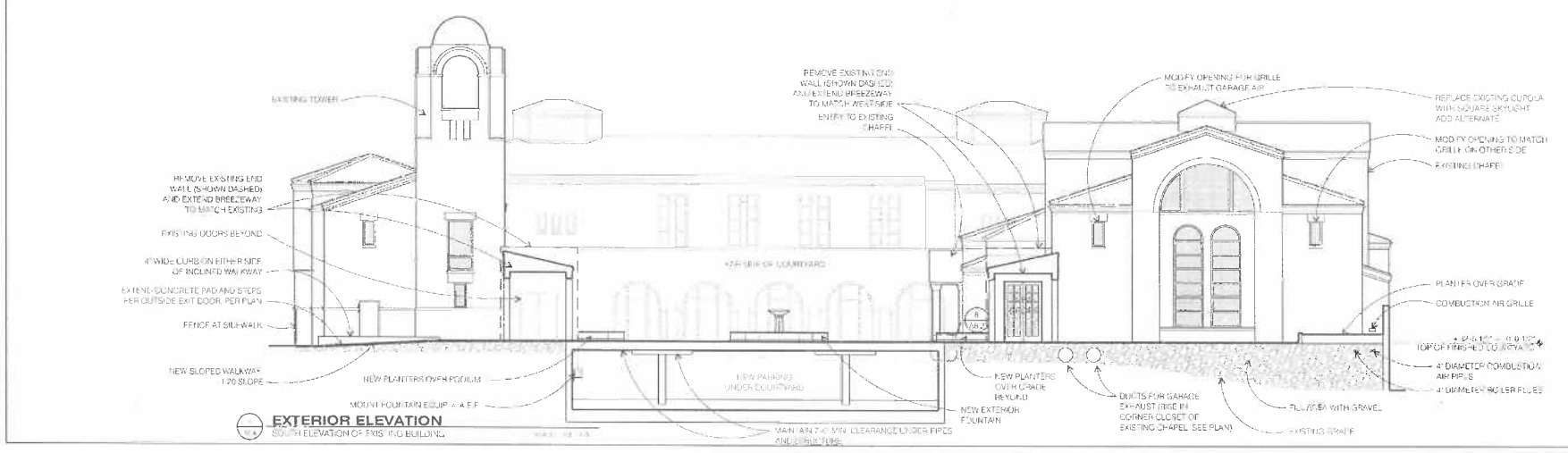
BACK ELEVATION EAST

NO.	DATE

A5.3



EXTERIOR ELEVATION
SOUTH ELEVATION OF PROPOSED BUILDING



EXTERIOR ELEVATION
SOUTH ELEVATION OF EXISTING BUILDING

GOLD MAN ARCHITECTS
172 RUSSELL STREET
SAN FRANCISCO
CALIFORNIA 94102
415-421-3304
415-421-3301

Annunciation Cathedral
275 Valencia Street
San Francisco, CA

SOUTH ELEVATION
Scale: 1/8" = 1'-0"
Date: 10/10/18
Sheet: A5.4