SAN FRANCISCO
PLANNING DEPARTMENT

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Executive Summary
Conditional Use Authorization
HEARING DATE: JULY 22, 2010

Date:	July 15, 2010
Case No.:	**2008.0797ECKV**
Project Address:	**235 BROADWAY**
Zoning:	C-2 (Community Business) District 65-A Height and Bulk District Washington-Broadway Special Use District No. 2
Block/Lot:	0165 / 021
Project Sponsor:	Kim Piechota, Executive Director Chinatown Community Development Center 1515 Vallejo Street, Fourth Floor San Francisco, CA 94100
Staff Contact:	Kevin Guy – (415) 558-6163 kevin.guy@sfgov.org

PROJECT DESCRIPTION

The project would demolish an existing surface parking lot occupying a portion of the project site, and construct a new eight-story building containing approximately 75 affordable dwelling units and approximately 2,900 square feet of ground-floor retail use. The dwelling unit mix includes 10 studios, 36 1-bedroom units, 24 2-bedroom units, and 5 3-bedroom units. No off-street parking spaces are provided.

SITE DESCRIPTION AND PRESENT USE

The project site is located on the south side of Broadway, between Battery and Sansome Streets, Lot 021 in Assessor's Block 0165. The property is in the C-2 (Community Business) District, the Washington-Broadway Special Use District No. 2, and the 65-A Height and Bulk District, and measures approximately 17,850 square feet. The eastern portion of the site is developed with a surface parking lot, while the western half in undeveloped. The project site occupies the entire frontage of the subject block of Broadway, and was historically occupied by ramps for the Embarcadero Freeway.

SURROUNDING PROPERTIES AND NEIGHBORHOOD

The project site is situated north of the Financial District and Jackson Square, south and west of the Northern Waterfront, and southeast of Telegraph Hill and North Beach. Surrounding development in the immediate area primarily consists of commercial uses, with some residential uses. Existing building heights in the immediate area range from two to eight stories.

ENVIRONMENTAL REVIEW

On June 30, 2010, the Planning Department published an Initial Study/Preliminary Mitigated Negative Declaration (MND) pursuant to the California Environmental Quality Act (CEQA). The Preliminary MND analyzed potential environmental impacts of the proposed development, and proposed specific mitigation and improvement measures to avoid potentially significant environmental effects in the areas of Noise, Cultural Resources, and Hazardous Materials.

HEARING NOTIFICATION

TYPE	REQUIRED PERIOD	REQUIRED NOTICE DATE	ACTUAL NOTICE DATE	ACTUAL PERIOD
Classified News Ad	20 days	July 2, 2010	July 2, 2010	20 days
Posted Notice	20 days	July 2, 2010	July 2, 2010	20 days
Mailed Notice	10 days	July 12, 2010	July 2, 2010	20 days

PUBLIC COMMENT

- To date, the Department has received one letter in support of the project, from the Chinatown Coalition for Better Housing. The letter expresses support both for the provision of affordable housing, as well as the design of the project.

ISSUES AND OTHER CONSIDERATIONS

- **Variances:** The Project proposes a "C"-shaped building on a lot with frontages on Broadway, Sansome, and Battery Streets, with a courtyard at the second level situated toward the interior of the lot. The configuration of this courtyard does not meet the requirements for a rear yard pursuant to the Code, and thus the Project requires a Variance from the rear yard requirements (Section 134). Multiple units facing the courtyard are not provided with the dwelling unit exposure required by the Planning Code, therefore, the project requires a Variance from these requirements (Section 140). Finally, the Planning Code requires 75 off-street parking spaces to serve the dwelling units, however, the project provides no parking and requires a Variance from these requirements (Section 151).

- **Bulk Exceptions.** The project occupies a relatively large lot with three frontages. Given the dimensions of the lot, strict adherence to bulk limits would severely constrain the building envelope and could result in an awkward building form. In addition, the number of affordable dwelling units could be sharply reduced, resulting in less housing in a location that is appropriate for infill development. The Project incorporates facade variations and sculpting on upper floors to reduce the apparent bulk of the building, and is compatible with the eclectic pattern of existing building heights in the area.

REQUIRED COMMISSION ACTION

In order for the project to proceed, the Commission must grant Conditional Use authorization to grant exceptions to bulk requirements. In addition, the Zoning Administrator must grant the requested

Variances for rear yard (Section 134), dwelling-unit exposure (Section 140), and off-street parking (Section 151).

BASIS FOR RECOMMENDATION

The Department believes this project is necessary and/or desirable under Section 303 of the Planning Code for the following reasons:

- The project would add 75 units of affordable housing.
- The project would add approximately 2,900 square feet of retail space.
- The project would infill a portion of Broadway which is currently vacant, activating an important pedestrian link to the Embarcadero and restoring a property once occupied by freeway ramps.
- The area is well served by transit, and is within walking distance of retail services and employment within the Financial District. Therefore the project should not impact traffic conditions in the area.
- With the exception of the cited variance requests, the proposed project meets all applicable requirements of the Planning Code.

RECOMMENDATION:	**Approval with Conditions**

Attachments:
Draft Motion
Mitigation Monitoring and Reporting Program
Mitigated Negative Declaration
Block Book Map
Sanborn Map
Aerial Photographs
Correspondence Regarding Project
Project Plans

Attachment Checklist

- ☒ Executive Summary
- ☒ Draft Motion
- ☐ Environmental Determination
- ☒ Zoning District Map
- ☒ Height & Bulk Map
- ☒ Parcel Map
- ☒ Sanborn Map
- ☒ Aerial Photo
- ☒ Context Photos
- ☒ Site Photos

- ☒ Project sponsor submittal

  Drawings: Existing Conditions

  - ☒ Check for legibility

  Drawings: Proposed Project

  - ☐ Check for legibility
- ☐ Health Dept. review of RF levels
- ☐ RF Report
- ☐ Community Meeting Notice
- ☐ Environmental Determination

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

Planner's Initials

KG: G:\Documents\Projects\235 Broadway\2007.0797CV - 235 Broadway - Exec Sum.doc

SAN FRANCISCO
PLANNING DEPARTMENT

Subject to: (Select only if applicable)

☐ Inclusionary Housing (Sec. 315)
☐ Jobs Housing Linkage Program (Sec. 313)
☐ Downtown Park Fee (Sec. 139)
☑ First Source Hiring (Admin. Code)
☐ Child Care Requirement (Sec. 314)
☐ Other

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Planning Commission Draft Motion

HEARING DATE: JULY 22, 2010

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Case No.:	**2008.0797ECKV**
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ADOPTING FINDINGS RELATING TO CONDITIONAL USE AUTHORIZATION PURSUANT TO PLANNING CODE SECTIONS 271 AND 303 TO ALLOW EXCEPTIONS FROM BULK LIMITATIONS IN ASSOCIATION WITH A PROJECT TO DEMOLISH AN EXISTING SURFACE PARKING LOT AND CONSTRUCT A NEW EIGHT-STORY BUILDING CONTAINING APPROXIMATELY 75 AFFORDABLE DWELLING UNITS, APPROXIMATELY 2,900 SQUARE FEET OF GROUND-FLOOR RETAIL USE, AND NO OFF-STREET PARKING, LOCATED AT 235 BROADWAY, LOT 021 OF ASSESSOR'S BLOCK 0165, WITHIN THE C-2 (COMMUNITY BUSINESS) DISTRICT, THE WASHINGTON-BROADWAY SPECIAL USE DISTRICT NO. 2, AND THE 65-A HEIGHT AND BULK DISTRICT AND ADOPTING FINDINGS UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT.

PREAMBLE

On June 17, 2010, Kim Piechota, Project Manager for the Chinatown Community Development Center ("Project Sponsor"), representing the San Francisco Redevelopment Agency, filed an application with the Planning Department ("Department") for Conditional Use authorization pursuant to Planning Code Sections ("Section") 271 and 303 to allow exceptions from bulk limitations in association with a project to demolish an existing surface parking lot and construct a new eight-story building containing approximately 61 affordable dwelling units, approximately 2,900 square feet of ground-floor retail use,

and no off-street parking, located at 235 Broadway, Lot 021 of Assessor's Block 0165 ("Project Site"), within the C-2 (Community Business) District, the Washington-Broadway Special Use District No. 2, and the 65-A Height and Bulk District. The application was subsequently amended to propose 75 affordable dwelling units (collectively, "Project").

On July 2, 2008, the Project Sponsor submitted a request for review of a proposed development on the Project Site exceeding 40 feet in height, pursuant to Section 295, analyzing the potential impacts of the development to properties under the jurisdiction of the Department of Recreation and Parks (Case No. 2008.0797K). Department staff prepared a shadow fan depicting the potential shadow cast by the development and concluded that the Project would have no impact to properties subject to Section 295.

On June 30, 2010, a Draft Mitigated Negative Declaration ("MND") for the Project was prepared and published for public review.

The Draft MND was available for public comment until July 20, 2010.

On July 22, 2010, the Planning Commission ("Commission") reviewed and considered the Final MND and found that the contents of said report and the procedures through which the Final MND was prepared, publicized, and reviewed complied with the California Environmental Quality Act (California Public Resources Code Sections 21000 et seq.) (hereinafter "CEQA"), 14 California Code of Regulations Sections 15000 et seq. (hereinafter the "CEQA Guidelines") and Chapter 31 of the San Francisco Administrative Code (hereinafter "Chapter 31").

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

In the Department, Linda Avery, is the custodian of records, located in the File for Case No. 2008.0797E, at 1650 Mission Street, Fourth Floor, San Francisco, California.

On July 22, 2010, the Commission conducted a duly noticed public hearing at a regularly scheduled meeting on Conditional Use Application No. 2008.0797ECKV.

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 requested in Application No. 2008.0797ECKV 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 Site is located on the south side of Broadway, between Battery and Sansome Streets, Lot 021 in Assessor's Block 0165. The property is in the C-2 (Community Business) District, the Washington-Broadway Special Use District No. 2, and the 65-A Height and Bulk District, and measures approximately 17,850 square feet. The eastern portion of the site is developed with a surface parking lot, while the western half is undeveloped. The Project Site occupies the entire frontage of the subject block of Broadway, and was historically occupied by ramps for the Embarcadero Freeway until 1991.

3. **Surrounding Properties and Neighborhood.** The Project Site is situated north of the Financial District and Jackson Square, south and west of the Northern Waterfront, and southeast of Telegraph Hill and North Beach. Surrounding development in the immediate area primarily consists of commercial uses, with some residential uses. Existing building heights in the immediate area range from two to eight stories.

4. **Project Description.** The Project would demolish an existing surface parking lot occupying a portion of the Project Site, and construct a new eight-story building containing approximately 75 affordable dwelling units and approximately 2,900 square feet of ground-floor retail use. The dwelling unit mix includes 10 studios, 36 1-bedroom units, 24 2-bedroom units, and 5 3-bedroom units. No off-street parking spaces are provided.

5. **Variances.** The Project would be the subject of three requested Variances for rear yard, (Section 134), dwelling-unit exposure (Section 140), and off-street parking (Section 151), as discussed for each respective Section under item #6 below.

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. **Use.** The C-2 (Community Business) District allows retail sales as a principally permitted use. The C-2 District allows dwellings at a density ratio not exceeding the number of dwelling units permitted in the nearest "R" District. In no case shall the maximum permitted density be less than for an RM-1 District.

   The proposed ground-floor retail uses are principally permitted within the C-2 District. The nearest "R" District, as measured from the frontage on Battery Street, is an area zoned as RC-4 (Residential-Commercial, Combined, High Density) District, which permits dwellings at a ratio not exceeding one unit per 200 square feet of lot area. The subject property measures approximately 17,850 square feet, therefore, the subject property would be allowed up to 89 dwelling units pursuant to the RC-4 District. The provision of 75 dwelling units complies with the permitted density.

   B. **Height and Bulk.** The subject property is located within a 65-A Height and Bulk District, which permits a maximum height of 65 feet. This District also limits the horizontal dimension of a building above 40 feet in height to 110 feet, and the diagonal dimension to 125 feet.

Pursuant to the provisions for measurement of height within Section 102.12, the Project Site would be measured as an upsloping lot measured from the Battery Street frontage. These provisions specify that the measurement of height be taken at the centerline of each building step. The Project is divided into three distinct sections that step up with the height of the site along the Broadway frontage. At the centerline of each step, the building complies with the 65-foot height limit.

The fourth through eighth floors exceed 40 feet in height, therefore, these floors are subject to the bulk limitations of the 65-A Height and Bulk District. The fourth, fifth, and sixth floors have a horizontal dimension of approximately 275 feet and a diagonal dimension of approximately 284 feet. The seventh floor has a horizontal dimension of approximately 183 feet and a diagonal dimension of approximately 186 feet. Therefore, these floors exceed the maximum permitted length and diagonal dimensions. The eighth floor has a horizontal dimension of approximately 100 feet and a diagonal dimension of approximately 121 feet, and therefore complies with the maximum dimensions.

The Project Sponsor is requesting that the Commission allow the Project to exceed the specified bulk limits after considering the criteria specified in Section 271(c), through the Conditional Use Authorization process. Conformance with these criteria is discussed under item #8 below.

C. **Floor Area Ratio.** In the C-2 District, Section 124 allows a Floor Area Ratio (FAR) of up to 4.8 for a lot which is nearer to an RC-4 District than any other "R" District. The nearest "R" District, as measured from the frontage on Battery Street, is an area zoned RC-4. The project site has an area of 17,850 square feet, therefore the allowable FAR would permit a building of up to 85,680 square feet of Gross Floor Area, as defined in Section 102.9.

The Project proposes approximately 84,200 square feet of Gross Floor Area, and therefore complies with this requirement.

D. **Rear Yard.** Section 134(a)(1) of the Planning Code requires a rear yard equal to 25 percent of the lot depth. Within the C-2 District, the required rear yard must be provided at the lowest level containing a dwelling unit, and at each succeeding story of the building.

The Project proposes a "C"-shaped building on a lot with frontages on Broadway, Sansome, and Battery Streets, with a courtyard at the second level situated toward the interior of the lot. The configuration of this courtyard does not meet the requirements for a rear yard pursuant to the Code, and thus the Project requires a Variance from the rear yard requirements.

A code-complying rear yard would provide an open area of approximately 4,720 square feet. The proposed common courtyard measures approximately 3,100 square feet. In addition, common decks are proposed on the seventh and eighth floors that measure a total of 5,660 square feet. The total area of common open space for the project equals approximately 8,760 square feet, exceeding the amount of open area that would be provided by a code-complying rear yard.

E. **Usable Open Space.** Section 135 requires that dwelling units within the C-2 District are provided usable open space in an amount equivalent to the open space required by the

Zoning District which establishes the density for the property. The RC-4 District requires that a minimum of 36 square feet of private usable open space, or 47.9 square feet of common usable open space be provided for each dwelling unit. This Section specifies that the area counting as usable open space must meet minimum requirements for area, horizontal dimensions, and exposure.

The Project therefore must provide a minimum of 3,593 square feet of common open space. The Project proposes roof decks at the seventh and eighth floors that measure a total of 5,660 square feet. These decks are open to the sky and meet the standards for area, dimension, and exposure. Therefore, the Project complies with these requirements.

F. **Dwelling Unit Exposure.** Section 140 of the Planning Code requires that at least one room of all dwelling units face onto a public street, a rear yard, or other open area that meets minimum requirements for area and horizontal dimensions.

The units that face onto Broadway, Sansome, and Battery Streets comply with the requirements of Section 140. Some units face onto the interior courtyard. Section 140 specifies that an open area (such as the courtyard) must have minimum horizontal dimensions of 25 feet at the lowest floor containing a dwelling unit and floor immediately above, with an increase of five feet in horizontal dimensions for each subsequent floor above. According to this methodology, the open area above the courtyard would need to measure at least 30 feet in horizontal dimensions at the fourth floor, 35 feet at the fifth floor, 40 feet at the sixth floor, 45 feet at the seventh floor, and 50 feet at the eighth floor of the Project.

The courtyard dimensions measures approximately 33 feet by 100 feet, however, an elevator shaft intrudes into this area at the westerly portion of the courtyard. Multiple units facing the courtyard are not provided with the exposure required by this section, including one unit on the second floor, one unit on the third floor, two units on the fourth floor, two units on the fifth floor, and one unit each on the sixth, seventh, and eighth floors. The Project Sponsor is requesting a Variance from the requirements for dwelling unit exposure.

G. **Off-Street Parking.** Section 151 establishes off-street parking requirements for all uses in all districts. Pursuant to this Section, one independently accessible space is required for each dwelling unit. The Project proposes 75 dwelling units. No parking is required for retail uses measuring less than 5,000 square feet. The Project proposes approximately 2,900 square feet of retail uses, therefore, no retail parking is required. The Project requires a total of 75 off-street parking spaces.

The Project proposes no off-street parking spaces. The Project Site is situated within an area that is well-served by transit, and is within walking distance of retail goods and the employment center of the Financial District. The Project Sponsor is requesting a variance from the requirements for off-street parking.

H. **Off-Street Loading**. Section 152 provides a schedule of required off-street freight loading spaces for all uses in districts other than C-3 or South of Market. Pursuant to this Section, residential uses of less than 100,000 square feet do not require off-street loading spaces.

The Project proposes less than 100,000 square feet of residential uses, therefore, no off-street loading spaces are required.

I. **Bicycle Parking.** Section 155.5 requires that developments include more than 50 dwelling units provide 25 Class 1 bicycle parking spaces, plus one additional space for each four additional dwelling units over 50. Therefore, the Project is required to provide 31 bicycle parking spaces.

The Project provides an enclosed bicycle storage area on the first floor that measures approximately 750 square feet. This area is adequate to store a minimum of 31 bicycles, therefore, the Project meets this requirement.

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 Project proposes 75 units of affordable housing, in an area that is well-served by transit and is within walking distance of retail services and the employment center of the Financial District. Residents will be able to reach these amenities and the regional as a whole without reliance on private automobile use. In addition, the Project includes approximately 2,900 square feet of ground-floor retail uses along a section of Broadway which currently lacks continuous retail frontage. This retail will introduce streetscape vitality to an important pedestrian linkage between the Northeast Embarcadero and North Beach, and will enliven a mostly-vacant site that was previously occupied by ramps for the Embarcadero Freeway. The height and massing of the Project are compatible with the varied scale of the area, and the building steps with the slope along the Broadway frontage, reflecting the underlying topography and respecting the traditional building form of San Francisco. The Project is necessary and desirable for, and compatible with the neighborhood, community, and City.

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

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

The Project Site is regularly shaped and adequately sized to accommodate the proposed uses on the site. Existing development in the vicinity varies in size and intensity, and the Project is generally compatible with the eclectic character of the area. The design of the Project reads as two distinct structures that are sculpted in response to the terrain, such that the building does not present a dominating appearance. While there is not an existing pattern of mid-block open space on the subject block, the rear yard of the Project is configured as a courtyard that will provide relief to the abutting properties to the rear. The shape and size of development on the subject property will not be detrimental to persons or adjacent properties in the vicinity.

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 MND prepared for the Project did not identify any significant transportation impacts that would result from the development. The Project proposes no off-street parking, is well-served by transit, and is within walking distance of retail services and employment opportunities. Therefore, it is anticipated that many residents would walk, bicycle, utilize taxis or carsharing services, or seek other means of transportation that do not require the use of a private automobile. The Project should not generate adversely affect traffic patterns in the area.

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

The Project includes residential and retail uses that will not introduce operational noises or odors that are detrimental, excessive, or atypical for the area. While some temporary increase in noise can be expected during construction, this noise is limited in duration and will be regulated by the San Francisco Noise Ordinance which prohibits excessive noise levels from construction activity and limits the permitted hours of work. The Project Sponsor will be required to comply with the San Francisco Construction Dust Control Ordinance to suppress dust during construction, therefore, these activities should not generate significant airborne dust. The building will not exhibit an excessive amount of glazing or other reflective materials, therefore, the Project is not expected to cause offensive amounts of glare.

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

The Project proposes no off-street parking or loading areas. Service areas are enclosed within the building and therefore screened from public view. The Department shall review all lighting, signage, and details of streetscape improvements (including street trees and other landscaping) during building permit review.

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

Subject to the granting of the requested Variances, 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.

8. **Planning Code Section 271** establishes criteria for the Planning Commission to consider when reviewing application for projects that exceed the applicable bulk limits, through the Conditional Use Process. Such deviation might occur for one specified positive reasons. The Project appears to meet one of the specified reasons, in that:

   A. Achievement of a distinctly better design, in both a public and a private sense, than would be possible with strict adherence to the bulk limits, avoiding an unnecessary prescription of building form while carrying out the intent of the bulk limits and the principles and policies of the General Plan.

   The Project occupies a relatively large lot with three frontages. Given the dimensions of the lot, strict adherence to bulk limits would severely constrain the building envelope and could result in an awkward building form. In addition, the number of affordable dwelling units could be sharply reduced, resulting in less housing in a location that is appropriate for infill development. The Project incorporates facade variations and sculpting on upper floors to reduce the apparent bulk of the building, as discussed below.

   On balance, the Project complies with the aforementioned criteria, in that:

   B. The appearance of bulk in the building, structure, or development shall be reduced by means of at least one and preferably a combination of the following factors, so as to produce the impression of an aggregate of parts rather than a single building mass:

      i. Major variations in the planes of wall surfaces, in either depth or direction, that significantly alter the mass.

      The Project is articulated as two distinct modules. The western portion generally reads as a more horizontal composition, with a recessed retail base, a middle section of punched windows, and a glassy loggia on the upper floors that create a tripartite arrangement. This western portion rises an additional story near the middle of the Broadway frontage, which further differentiates the massing and steps the building with the terrain. The eastern portion of the Project is expressed as a rhythm of vertical proportions that are incised and defined by a series of lightwells. These distinct building treatments are sharply differentiated and significantly vary the massing of the building.

      ii. Significant differences in the heights of various portions of the building, structure, or development that divide the mass into distinct elements.

      The roofline of the Project steps with the sloping terrain along Broadway by three distinct, one-story increases in the height of the building, reinforcing the changes in architectural expression and massing that occur across the sweep of the Project Site.

iii. Differences in materials, colors, or scales of the facades that produce separate major elements.

The alternating facade treatments and changes in plane create separate major elements within the elevations of the building. As the Project proceeds through the review of building permits, the Project Sponsor will continue to work the Planning staff to refine details regarding materials and colors that will complement and enhance the changes in facade treatment and massing for the Project.

iv. Compensation for those portions of the building, structure, or development that may exceed the bulk limits by corresponding reduction of other portions below the maximum bulk permitted.

As the height of the building slopes up the terrain, there is a corresponding reduction in the floor plate at each successive story. The bulk limit exceedance is greatest at the fourth, fifth, and sixth floors, but is dramatically reduced at the seventh floor. The eight floor of the building is within the bulk limitations. Across each elevation, the building incorporates changes in plane that, while not strictly reducing the measurement of bulk, serve to animate the facade, create depth and shadow, and reduce the perceived bulk of the building.

v. In cases where two or more buildings, structures, or tower are contained within a single development, a wide separation between such buildings, structures, or towers.

The Project consists of a single building, therefore, this factor does not apply.

C. In every case the building, structure, or development shall be made compatible with the character and development of the surrounding area by means of all of the following factors:

i. A silhouette harmonious with natural landforms and building patterns, including the patterns produced by height limits.

The changes in roofline at the seventh and eight story of the building reflect the underlying topography and reinforce the traditional pattern of stepped buildings in San Francisco. The silhouette of the building, therefore, does not read as a uniform mass, but rather of a series of planes that appear as the aggregation of several smaller structures. The project conforms with the height limit for the District, and complements the eclectic pattern of building heights and styles found in the area.

ii. Either maintenance of an overall height similar to that of surrounding development or a sensitive transition, where appropriate, to development of a dissimilar character.

The existing development pattern in the area consists of both small-scale buildings situated on narrow lots, as well as taller office and residential buildings of a uniform height and massing. The

Project, which is fractured into a series of distinct facade treatments, complements this varied character.

iii. Use of materials, colors, and scales either similar to or harmonizing with those of nearby developments.

Existing buildings in the vicinity exhibit a wide variety of architectural character, materials, and colors, and there are no predominant architectural styles or materials that define the visual character of the neighborhood. The elevations of the Project juxtapose a variety of styles and treatments that reinforce the disparate language of other buildings in the district and avoid a uniform, overpowering scale of the project. As the Project proceeds through the review of building permits, the Project Sponsor will continue to work the Planning staff to refine details regarding materials and colors that will complement the existing built environment of the area.

iv. Preservation and enhancement of the pedestrian environment by maintenance of pleasant scale and visual interest.

The Project creates streetscape interest through transparent retail storefronts on the Broadway, Sansome Street, and Battery Street frontages, activating an important pedestrian linkage to the Embarcadero. In addition, through the use of two distinct facade treatments and the tripartite arrangement on the eastern portion of the building, the massing of the building avoids a dominating appearance and present a humane scale to the pedestrian.

D. While the above factors must be present to a considerable degree for any bulk limit to be exceeded, these factors must be present to a greater degree where both the maximum length and the maximum diagonal dimension are to be exceeded than where only one maximum dimension is to be exceeded.

The Project Site is a relatively large corner lot, therefore, strict adherence to bulk limits would severely constrain the building envelope and reduce the number of affordable dwelling units. The Project incorporates significant variations in facade treatments, a well-defined pedestrian realm at the streetscape, and sculpting of the upper stories that reduce the apparent size of the building and achieve compatibility with the eclectic character of the area.

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

HOUSING ELEMENT:

Objectives and Policies

OBJECTIVE 1

TO PROVIDE NEW HOUSING, ESPECIALLY PERMANENTLY AFFORDABLE HOUSING, IN APPROPRIATE LOCATIONS WHICH MEETS IDENTIFIED HOUSING NEEDS AND

TAKES INTO ACCOUNT THE DEMAND FOR AFFORDABLE HOUSING CREATED BY EMPLOYMENT DEMAND.

Policy 1.1:
Encourage higher residential density in areas adjacent to downtown, in underutilized commercial and industrial areas proposed for conversion to housing, and in neighborhood commercial districts where higher density will not have harmful effects, especially if the higher density provides a significant number of units that are affordable to lower income households.

Policy 1.3
Identify opportunities for housing and mixed-use districts near downtown and former industrial portions of the City.

Policy 1.5
Support development of affordable housing on surplus public lands.

OBJECTIVE 5

INCREASE THE EFFECTIVENESS AND EFFICIENCY OF THE CITY'S AFFORDABLE HOUSING PRODUCTION SYSTEM.

Policy 5.2
Support efforts of for-profit and non-profit organizations and other community-based groups and expand their capacity to produce and manage permanently affordable housing. Non-profit housing development corporations have proven to be effective vehicles for the development of affordable housing. The City should continue to provide them with the technical and financial assistance to increase their production capacity and encourage and invite for-profit developers to build equivalent housing.

The Project would construct 75 affordable housing units on property owned by the San Francisco Redevelopment Agency, in partnership with the Chinatown Community Development Center, on a site that was formerly occupied by ramps for the Embarcadero Freeway. The Project is situated in an area with a variety of land uses, and the introduction of new housing will further diversify the neighborhood and enliven the area throughout the day. The Project Site well-served by transit and is within walking distance of the Financial District. Residents would be able to walk to work and retail services, and readily access the regional transit network, without reliance on private automobile use.

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

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

The Project would not displace any retail uses, and will add approximately 2,900 square feet of new retail space. In addition, the residents of the Project will patronize retail services in the area, bolstering the economic viability of the neighborhood.

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

The Project would add affordable housing, and would enliven the neighborhood by the presence of additional residents.

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

The Project would add 75 units of affordable housing.

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

The Project Site is well served by transit. No off-street parking is proposed for the Project, encouraging residents to walk, bicycle, ride transit, or use taxis or carsharing services in lieu of private automobile use. The Project will not adversely affect traffic or parking conditions in the area.

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 would not displace any uses that include industrial or service sector employment. The Project would generate construction-related jobs, as well as new service-sector employment within the retail spaces. Lower-income workers in the industrial or service sectors could occupy the affordable units, therefore, the Project will support the continued viability of these sectors in the City.

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

The Project is designed and would be constructed to conform to the structural and seismic safety requirements of the City Building Code.

G. That landmarks and historic buildings be preserved.

A landmark or historic building does not occupy the Project site.

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

The project would have no negative impact on existing parks and open spaces.

11. The Project is consistent with and would promote the general and specific purposes of the Code provided under Section 101.1(b) in that, as designed, the Project would contribute to the character and stability of the neighborhood and would constitute a beneficial development.

12. The Commission hereby finds that approval of the Conditional Use authorization would promote the health, safety and welfare of the City.

DECISION

That based upon the Record, the submissions by the 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. 2008.0797CV** subject to the following conditions attached hereto as "EXHIBIT A", and in general conformance with plans filed with the Application, stamped "EXHIBIT B" and dated July 22, 2010, which are incorporated herein by reference as though fully set forth**.**

The Planning Commission has reviewed and considered the MND and the record as a whole and finds that there is no substantial evidence that the Project will have a significant effect on the environment with the adoption of the mitigation measures contained in the MMRP to avoid potentially significant environmental effects associated with the Project, and hereby adopts the MND.

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

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

I hereby certify that the Planning Commission ADOPTED the foregoing Motion on July 22, 2010.

Linda D. Avery
Commission Secretary

AYES:

NAYS:

ABSENT:

ADOPTED: July 22, 2010

Exhibit A
Conditions of Approval

1. This authorization if for Conditional Use Authorization pursuant to Planning Code Sections 271 and 303 to allow exceptions from bulk limitations in association with a project to demolish an existing surface parking lot and construct a new eight-story building containing approximately 75 affordable dwelling units (with a dwelling unit mix of 10 studios, 36 1-bedroom units, 24 2-bedroom units, and 5 3-bedroom units), approximately 2,900 square feet of ground-floor retail use, and no off-street parking, located at 235 Broadway, lot 021 of assessor's block 0165, within the C-2 (Community Business) District, the Washington-Broadway Special Use District No. 2, and the 65-A Height and Bulk District, in general conformance with plans filed with the Application as received on June 17, 2010 and stamped "Exhibit B" included in the docket for **Case No. 2008.0797ECKV,**reviewed and approved by the Commission on July 22, 2010.

2. MITIGATION MEASURES

   Mitigation measures described in the MMRP attached as "Exhibit C" are necessary to avoid potential significant effects of the proposed project and have been agreed to by the project sponsor. Their implementation is a condition of project approval.

3. COMPLIANCE WITH OTHER REQUIREMENTS

   This decision conveys no right to construct. The conditions set forth below are additional conditions required in connection with the Project. If these conditions overlap with any other requirement imposed on the Project, the more restrictive or protective condition or requirement, as determined by the Zoning Administrator, shall apply. The conditions set forth below shall remain in effect for the life of the Project, unless specifically noted otherwise

4. GENERAL CONDITIONS

   A. Recordation. Prior to the issuance of any building permit for the construction of 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, which notice shall state that construction of the Project has been authorized by and is subject to the conditions of this Motion. From time to time after the recordation of such notice, at the request of the Project Sponsor, the Zoning Administrator shall affirm in writing the extent to which the conditions of this Motion have been satisfied, and record said writing if requested.

   B. Reporting. The Project Sponsor shall submit to the Zoning Administrator two copies of a written report describing the status of compliance with the conditions of approval

contained within this Motion every six months from the date of this approval through the issuance of the first temporary certificate of occupancy.

C. Construction.

(1). The Project Sponsor shall ensure the construction contractor will coordinate with the City and other construction contractor(s) for any concurrent nearby Projects that are planned for construction so as to minimize, to the extent possible, negative impacts on traffic and nearby properties caused by construction activities.

(2). The contractor(s) shall arrange for off-street parking for construction workers.

D. Performance. The Planning Commission may, in a public hearing, consider the revocation of this conditional use authorization if a site or building permit has not been issued 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 thenceforth diligently to completion. The Commission may also consider revoking this conditional use authorization 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. This authorization may be extended at the discretion of the Zoning Administrator only if the failure to issue a permit by the Department of Building Inspection is delayed by a City, state or federal agency or by appeal of the issuance of such permit.

E. Severability. 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 of the remaining provisions, clauses, sentences, or sections of these conditions. It is hereby declared to be the intent of the Commission that these conditions of approval would have been adopted had such invalid sentence, clause, or section or part thereof not been included herein.

F. First Source. The Project is subject to the requirements of the First Source Hiring Program (Chapter 83 of the Administrative Code) and the Project Sponsor shall comply with the requirements of this Program.

G. Violation of the conditions contained in this Motion or of any other provisions of the Planning Code may be subject to abatement procedures and fines up to $250 a day in accordance with Sections 176 and 176.1 of the Planning Code and actions to abate violations of this conditional use authorization in accordance with Section 303(f).

H. Should monitoring of these Conditions of Approval be required, the Project Sponsor or successors shall pay fees as established in Section 351(e)(1) of the Planning Code.

I. The Property Owner shall maintain the main entrance to the building and all sidewalks abutting the subject property in a clean condition. Such maintenance shall include, at a minimum, daily litter pickup and disposal, and washing or steam cleaning of the main entrance and abutting sidewalks at least once each week

J. Signs and exterior lighting for ground floor commercial uses shall be consistent with the approved signage program and shall be reviewed and approved by the Planning Department before they are installed.

K. Ground level storefronts in general conformity with Exhibit B shall be maintained in an attractive manner, providing transparency into the tenancy behind. Visibility of the commercial interiors and activity through all storefront windows shall be maintained in order to ensure that the ground level of the building remains visually active, provides visual interest to pedestrians, and enhances sidewalk security. Commercial interior layouts should be designed with these requirements in mind. Generally, storefront windows should not be visually obscured with the following: blinds, shades or curtains; shelving; equipment; darkly tinted, translucent or opaque film; painted, stenciled or adhesive signage applied to individual window surfaces that has an overall transparency of less than 50%, or any signage that covers more than 1/3 of the area of any individual window; full or partial height interior partition walls placed directly against or within 10 feet from the window glazing; or any other items that significantly block the vision of pedestrians through the storefront windows into the occupiable commercial space. Solid roll-down security gates shall not be installed in storefront openings. The Property Owner shall ensure that this condition of approval is incorporated into all commercial leases.

L. An enclosed garbage area shall be provided within the Project. All garbage containers shall be kept within the building until pick-up by the disposal company.

5. CONDITIONS TO BE MET PRIOR TO THE ISSUANCE OF A FIRST SITE OR BUILDING PERMIT

A. Design. The Project Sponsor and the Project architects shall continue to work on design development with the Department. Future submittals shall include details regarding reveal dimensions at all windows, moldings, and other details, as well as building materials and colors.

B. A final pedestrian streetscape improvement plan, including landscaping and paving materials and patterns, shall be submitted for review by, and shall be satisfactory to the Planning Director, in consultation with staff from the Department of Public Works, the Department of Parking and Traffic, and the Bureau of Urban Forestry. Other agencies shall be contacted as appropriate. The Project shall include street trees in conformance with Section 143. The street trees planted pursuant to this condition shall be maintained in perpetuity by the Project Sponsor.

6. CONDITIONS TO BE MET PRIOR TO THE ISSUANCE OF AN ARCHITECTURAL ADDENDUM TO A BUILDING (OR SITE) PERMIT

A. Except as otherwise provided in this Motion, the Project shall be completed in compliance with the Planning Code and in general conformity with plans dated July 22, 2010, labeled "Exhibit B".

B. Final detailed building plans shall be reviewed and approved by the Planning Department. Detailed building plans shall include a final site plan, elevations, sections, and a landscape plan, and shall specify final architectural and decorative detailing, materials, glazing, color and texture of exterior finishes, and details of construction.

C. Highly reflective spandrel glass, mirror glass, or deeply tinted glass shall not be permitted. Only clear glass shall be used at pedestrian levels.

D. Pursuant to Planning Code Section 141, rooftop mechanical equipment is required to be screened so as not to be visible from any point at or below the roof level of the subject building.

E. Signage. The Project Sponsor shall develop a signage program for the Project which shall be subject to review and approval by Planning Department staff. All subsequent sign permits shall conform to the approved signage program. Once approved by Department staff, the signage program information shall be submitted and approved as part of the first building or site permit for the Project.

F. Lighting. The Project Sponsor shall develop a lighting program for the Project which shall be subject to review and approval by Planning Department staff. The lighting program shall include any lighting required or proposed within the public right-of-way as well as lighting attached to the building. Once approved by Department staff, the lighting program information shall be submitted and approved as part of the first building or site permit for the Project.

7. CONDITIONS TO BE MET PRIOR TO ISSUANCE OF ANY CERTIFICATES OF OCCUPANCY FOR THE PROJECT.

A. All usable open spaces shall be completed and available for use.

EXHIBIT 1 MITIGATION MONITORING AND REPORTING PROGRAM				
ADOPTED AS CONDITIONS OF APPROVAL	**Responsibility for Implementation**	**Schedule**	**Monitoring/Report Responsibility**	**Status/Date Completed**
Mitigation Measure M-CP-1 – Archeological Resources: The project sponsor shall distribute the Planning Department archeological resource "ALERT" sheet to the project prime contractor; to any project subcontractor (including demolition, excavation, grading, foundation, pile driving, etc. firms); or utilities firm involved in soils disturbing activities within the project site. Prior to any soils disturbing activities being undertaken each contractor is responsible for ensuring that the "ALERT" sheet is circulated to all field personnel including, machine operators, field crew, pile drivers, supervisory personnel, etc. The project sponsor shall provide the Environmental Review Officer (ERO) with a signed affidavit from the responsible parties (prime contractor, subcontractor(s), and utilities firm) to the ERO confirming that all field personnel have received copies of the Alert Sheet. Should any indication of an archeological resource be encountered during any soils disturbing activity of the project, the project Head Foreman and/or project sponsor shall immediately notify the ERO and shall immediately suspend any soils disturbing activities in the vicinity of the discovery until the ERO has determined what additional measures should be undertaken. If the ERO determines that an archeological resource may be present within the project site, the project sponsor shall retain the services of a qualified archeological consultant. The archeological consultant shall advise the ERO as to whether the discovery is an archeological resource, retains sufficient integrity, and is of potential scientific/historical/cultural significance. If an archeological resource is present, the archeological consultant shall identify and evaluate the archeological resource. The archeological consultant shall make a recommendation as to what action, if any, is warranted. Based on this information, the ERO may require, if warranted, specific additional measures to be implemented by the project sponsor. Measures might include: preservation in situ of the archeological resource; an archaeological monitoring program; or an archeological	Project sponsor	Prior to and during construction	The ERO to review and approve the Final Archeological Resources Report	The project archeologist to consult with the ERO as indicated. Considered complete after review and approval of the Final Archeological Resources Report by the ERO.

EXHIBIT 1 MITIGATION MONITORING AND REPORTING PROGRAM				
ADOPTED AS CONDITIONS OF APPROVAL	**Responsibility for Implementation**	**Schedule**	**Monitoring/Report Responsibility**	**Status/Date Completed**
testing program. If an archeological monitoring program or archeological testing program is required, it shall be consistent with the Major Environmental Analysis (MEA) division guidelines for such programs. The ERO may also require that the project sponsor immediately implement a site security program if the archeological resource is at risk from vandalism, looting, or other damaging actions. The project archeological consultant shall submit a Final Archeological Resources Report (FARR) to the ERO that evaluates the historical significance of any discovered archeological resource and describing the archeological and historical research methods employed in the archeological 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. Copies of the Draft FARR shall be sent to the ERO for review and approval. Once approved by the ERO, copies of the FARR shall be distributed as follows: California Archaeological Site Survey Northwest Information Center (NWIC) shall receive one (1) copy and the ERO shall receive a copy of the transmittal of the FARR to the NWIC. The Major Environmental Analysis division of the Planning Department shall receive three copies of the FARR along with copies of any formal site recordation forms (CA DPR 523 series) and/or documentation for nomination to the National Register of Historic Places/California Register of Historical Resources. In instances of high public interest or interpretive value, the ERO may require a different final report content, format, and distribution than that presented above.				
Mitigation Measure M-NOI-1 – Noise: The project sponsor shall conduct a detailed analysis of noise reduction requirements for the proposed buildings. Noise insulation features identified and recommended by the analysis shall be included in the building design, as specified in the San Francisco General Plan Land Use Compatibility Guidelines for Community Noise to reduce potential interior noise levels	Project sponsor	Prior to issuance of a final building permit and certificate of occupancy	Planning Department and the Department of Building Inspection (DBI)	Considered complete upon approval of final construction drawing set

EXHIBIT 1 MITIGATION MONITORING AND REPORTING PROGRAM				
ADOPTED AS CONDITIONS OF APPROVAL	**Responsibility for Implementation**	**Schedule**	**Monitoring/Report Responsibility**	**Status/Date Completed**
to the maximum extent feasible.				
Mitigation Measure M-HAZ-1 – Handling of Contaminated Soil *Step 1: Preparation of Site Mitigation Plan* DPH determined that the soils on the project site are contaminated with contaminants at or above potentially hazardous levels, and thus have determined that preparation of a Site Mitigation Plan (SMP) is warranted. The SMP shall include a discussion of the level of contamination of soils on the project site and mitigation measures for managing contaminated soils on the site, including, but not limited to: (1) the alternatives for managing contaminated soils on the site (e.g., encapsulation, partial or complete removal, treatment, recycling for reuse, or a combination); (2) the preferred alternative for managing contaminated soils on the site and a brief justification as to why; and (3) the specific practices to be used to handle, haul, and dispose of contaminated soils on the site. The SMP shall be submitted to the DPH for review and approval. A copy of the SMP shall be submitted to the Planning Department to become part of the case file. *Step 2: Handling, Hauling, and Disposal of Contaminated Soils* (a) Specific work practices: If, based on the results of the soil tests conducted, DPH determines that the soils on the project site are contaminated at or above potentially hazardous levels, the construction contractor shall be alert for the presence of such soils during excavation and other construction activities on the site (detected through soil odor, color, and texture and results of on-site soil testing), and shall be prepared to handle, profile (i.e., characterize), and dispose of such soils appropriately (i.e., as dictated by local, state, and federal regulations) when such soils are encountered on the site. If excavated materials contain over 1 percent friable asbestos, they shall be treated as hazardous waste, and shall be transported and disposed of in accordance with applicable State and federal regulations. These procedures are intended to mitigate any potential health risks related to	Project sponsor	Prior to project approval	Department of Public Health (DPH). Project Sponsor or contractor shall submit a monitoring report to DPH, with a copy to Planning Department and DBI, at end of construction	Considered complete upon approval of project

EXHIBIT 1 MITIGATION MONITORING AND REPORTING PROGRAM				
ADOPTED AS CONDITIONS OF APPROVAL	**Responsibility for Implementation**	**Schedule**	**Monitoring/Report Responsibility**	**Status/Date Completed**
chrysotile asbestos, which may or may not be located on the site. (b) Dust suppression: Soils exposed during excavation for site preparation and project construction activities shall be kept moist throughout the time they are exposed, both during and after construction work hours. (c) Surface water runoff control: Where soils are stockpiled, visqueen shall be used to create an impermeable liner, both beneath and on top of the soils, with a berm to contain any potential surface water runoff from the soil stockpiles during inclement weather. (d) Soils replacement: If necessary, clean fill or other suitable material(s) shall be used to bring portions of the project site, where contaminated soils have been excavated and removed, up to construction grade. (e) Hauling and disposal: Contaminated soils shall be hauled off the project site by waste hauling trucks appropriately certified with the State of California and adequately covered to prevent dispersion of the soils during transit, and shall be disposed of at a permitted hazardous waste disposal facility registered with the State of California. *Step 3: Preparation of Closure/Certification Report* After construction activities are completed, the project sponsor shall prepare and submit a closure/certification report to DPH for review and approval. The closure/certification report shall include the mitigation measures in the SMP for handling and removing contaminated soils from the project site, whether the construction contractor modified any of these mitigation measures, and how and why the construction contractor modified those mitigation measures.				

EXHIBIT 1 MITIGATION MONITORING AND REPORTING PROGRAM				
ADOPTED AS CONDITIONS OF APPROVAL	**Responsibility for Implementation**	**Schedule**	**Monitoring/Report Responsibility**	**Status/Date Completed**
Mitigation Measure M-HAZ-2 – Disposal of Contaminated Soil/Site Health and Safety Plan. Any contaminated soils designated as hazardous waste and required by DPH to be excavated shall be removed by a qualified Removal Contractor and disposed of at a regulated Class I hazardous waste landfill in accordance with U.S. Environmental Protection Agency regulations, as stipulated in the Site Mitigation Plan. The Removal Contractor shall obtain, complete, and sign hazardous waste manifests to accompany the soils to the disposal site. Other excavated soils shall be disposed of in an appropriate landfill, as governed by applicable laws and regulations, or other appropriate actions shall be taken in coordination with the DPH. If the DPH determines that the soils on the project site are contaminated with contaminants at or above potentially hazardous levels, a Site Health and Safety Plan shall be required by the California Division of Occupational Safety and Health prior to initiating any earth-moving activities at the site. The Site Health and Safety Plan shall identify protocols for managing soils during construction to minimize worker and public exposure to contaminated soils. The protocols shall include at a minimum: • Sweeping of adjacent public streets daily (with water sweepers) if any visible soil material is carried onto the streets. • Characterization of excavated native soils proposed for use on site prior to placement to confirm that the soil meets appropriate standards. • The dust controls specified in the Construction Dust Control Ordinance (176-08). • Protocols for managing stockpiled and excavated soils. The Site Health and Safety Plan shall identify site access controls to be implemented from the time of surface disruption through the completion of earthwork construction. The protocols shall include as a minimum:	Project sponsor	Prior to project approval	Department of Public Health (DPH). Project Sponsor or contractor shall submit a monitoring report to DPH, with a copy to Planning Department and DBI, at end of construction	Considered complete upon approval of project

EXHIBIT 1 MITIGATION MONITORING AND REPORTING PROGRAM				
ADOPTED AS CONDITIONS OF APPROVAL	**Responsibility for Implementation**	**Schedule**	**Monitoring/Report Responsibility**	**Status/Date Completed**
• Appropriate site security to prevent unauthorized pedestrian/vehicular entry, such as fencing or other barrier or sufficient height and structural integrity to prevent entry and based upon the degree of control required. • Posting of "no trespassing" signs. • Providing on-site meetings with construction workers to inform them about security measures and reporting/contingency procedures. If groundwater contamination is identified, the Site Health and Safety Plan shall identify protocols for managing groundwater during construction to minimize worker and public exposure to contaminated groundwater. The protocols shall include procedures to prevent unacceptable migration of contamination from defined plumes during dewatering. The Site Health and Safety Plan shall include a requirement that construction personnel be trained to recognize potential hazards associated with underground features that could contain hazardous substances, previously unidentified contamination, or buried hazardous debris. Excavation personnel shall also be required to wash hands and face before eating, smoking, and drinking. The Site Health and Safety Plan shall include procedures for implementing a contingency plan, including appropriate notification and control procedures, in the event unanticipated subsurface hazards are discovered during construction. Control procedures shall include, but would not be limited to, investigation and removal of underground storage tanks or other hazards.				

EXHIBIT 1 MITIGATION MONITORING AND REPORTING PROGRAM				
ADOPTED AS CONDITIONS OF APPROVAL	**Responsibility for Implementation**	**Schedule**	**Monitoring/Report Responsibility**	**Status/Date Completed**
Mitigation Measure M-HAZ-3 – Decontamination of Vehicles. If the DPH determines that the soils on the project site are contaminated with contaminants at or above potentially hazardous levels, all trucks and excavation and soil handling equipment shall be decontaminated following use and prior to removal from the site. Gross contamination shall be first removed through brushing, wiping, or dry brooming. The vehicle or equipment shall then be washed clean (including tires). Prior to removal from the work site, all vehicles and equipment shall be inspected to ensure that contamination has been removed.				

SAN FRANCISCO
PLANNING DEPARTMENT

Preliminary Mitigated Negative Declaration

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

Reception:
415.558.6378

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Planning
Information:
415.558.6377

Date:	June 30, 2010
Case No.:	**2008.0797E**
Project Title:	**235 Broadway – Broadway Sansome Family Housing**
Zoning:	C-2 (Community Business District) Use District Washington-Broadway Special Use District (SUD) Number 2 65-A Height and Bulk District
Block/Lot:	0165/021
Lot Size:	17,850 square feet
Project Sponsor	Kim Piechota, Chinatown Community Development Center 415 929-0712
Lead Agency:	San Francisco Planning Department
Staff Contact:	Jeanie Poling – (415) 575-9072 jeanie.poling@sfgov.org

PROJECT DESCRIPTION:

The proposed project is a mixed-use affordable housing development on an approximately 17,850-square-foot project site on the south side of Broadway between Battery and Sansome Streets. The eastern portion of the lot is occupied by a paved parking lot, and the western portion is undeveloped. From the 1950s through the mid-1990s, the property was the site of a freeway ramp. The proposed project involves the construction of a 65-foot-tall, six-story, 86,000-square-foot (sf) mixed-use building containing 61 residences (78,000 sf), 5,000 sf of ground-floor neighborhood-serving retail, and 3,000 sf of supportive service space. No on-site parking is proposed. The proposed residential development would be 100 percent affordable and would consist of 10 studio units, 8 one-bedroom units, 24 two-bedroom units, and 19 three-bedroom units. The San Francisco Redevelopment Agency is the property owner and Chinatown Community Development Center is the project sponsor. The project would require variances from the Planning Code for rear yard configuration, dwelling unit exposure, and parking. The project would also require conditional use authorization for bulk exception (Section 270).

FINDING:

This project could not have a significant effect on the environment. This finding is based upon the criteria of the Guidelines of the State Secretary for Resources, Sections 15064 (Determining Significant Effect), 15065 (Mandatory Findings of Significance), and 15070 (Decision to prepare a Negative Declaration), and the following reasons as documented in the Initial Evaluation (Initial Study) for the project, which is attached. Mitigation measures are included in this project to avoid potentially significant effects. See pages 75-76.

cc: Kim Piechota, Chinatown Community Development Center
Teresa Yanga, Mayor's Office of Housing
Stanley Muraoka, San Francisco Redevelopment Agency
Supervisor David Chiu, District 3
Jim Miller, Neighborhood Planner
Distribution List
Bulletin Board,
Master Decision File

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INITIAL STUDY
235 BROADWAY
PLANNING DEPARTMENT CASE NO. 2008.0797E

A. PROJECT DESCRIPTION

The project site is a 17,850-square-foot (sf) rectangular lot, located at 235 Broadway (Assessors Block 0165, Lot 021). Currently occupied by a surface parking lot on its eastern half and undeveloped on its western half, the lot encompasses the full length of the south side of Broadway between Sansome and Battery Streets, in the block bounded by Pacific Street to the south (see Figure 1, Project Location). The project site is located within the northern boundary of the Financial District adjacent to North Beach in a densely developed area comprised primarily of commercial and residential buildings. The northeast boundary of Chinatown lies two blocks to the west, at the intersection of Kearny Street and Broadway. The project site was occupied by the Embarcadero Freeway from 1956 to the early 1990s. Two historic districts are near the project site: the Northeast Waterfront Historic District is adjacent and directly north, and the Jackson Square Historic District is a half-block to the southwest. Uses in the project area include restaurants, offices, retail stores, parking garages, and hotels. Section B (p. 2) provides a more detailed description of the project location, vicinity, and site characteristics.

The project sponsor is Chinatown Community Development Center, acting on behalf of the San Francisco Redevelopment Agency, which owns the property. The proposed project would include the construction of an 86,000 sf, eight-level, mixed-use building containing 61 residences (78,000 sf), two neighborhood-serving retail spaces (5,000 sf), and 3,000 sf of supportive service space. No on-site parking is proposed. The proposed project includes 100 percent affordable residential units, which would be comprised of 10 studio units, eight one-bedroom units, 24 two-bedroom units, and 19 three-bedroom units.

The block-long project site stretches from the large parcels and loft buildings to the east of Battery Street to the more typical San Francisco fabric of very small lots at Sansome and to the west. The building is designed to respond to these conditions. From Broadway and Battery Street and stretching two thirds of the way up along Broadway, the building would contain a horizontally configured loft-like bar with retail frontage at the Broadway/Battery corner. This element has a three-story middle section over the retail base with a two-story glassy loggia above. The Broadway façade would contain a central entrance and courtyard. The western third of the block, approaching Sansome Street, would contain deep notches in the building and small, vertically proportioned elements, which would be similar in scale to the smaller buildings on Sansome Street. The Broadway/Sansome corner would also have retail frontage. The interplay of the two compositional strategies related to the surrounding buildings would articulate and give appropriate scale to the only full-block frontage on this portion of Broadway.

As proposed, the building would rise six levels (65 feet) above Battery Street and six levels (65 feet) above Sansome Street. Due to the approximate 23-foot change in street grade from Battery Street to Sansome Street, the building would have eight levels. Table 1, below, presents the project uses at each building level, and Figures 2 through 11 present project plans and elevations. Figure 12 presents site photos.

Level 1 would contain building services, bike and other storage space, and a 1,331 sf retail space that would be accessed from Battery Street. Level 2 would contain a central courtyard on Broadway, the residential lobby/mail room, common areas, support space, residential units, and a 1,571 sf corner retail space that would be accessed from both Broadway and Sansome Street. Levels 3 through 8 would contain residences. The seventh floor would include a 3,009 sf roof garden, and the eighth floor would include a 2,665 sf roof garden. Loading would be provided through a designated on-street residential loading zone on Broadway. Establishment of the on-street loading zone would need to be approved at a public hearing through the Department of Parking and Traffic.

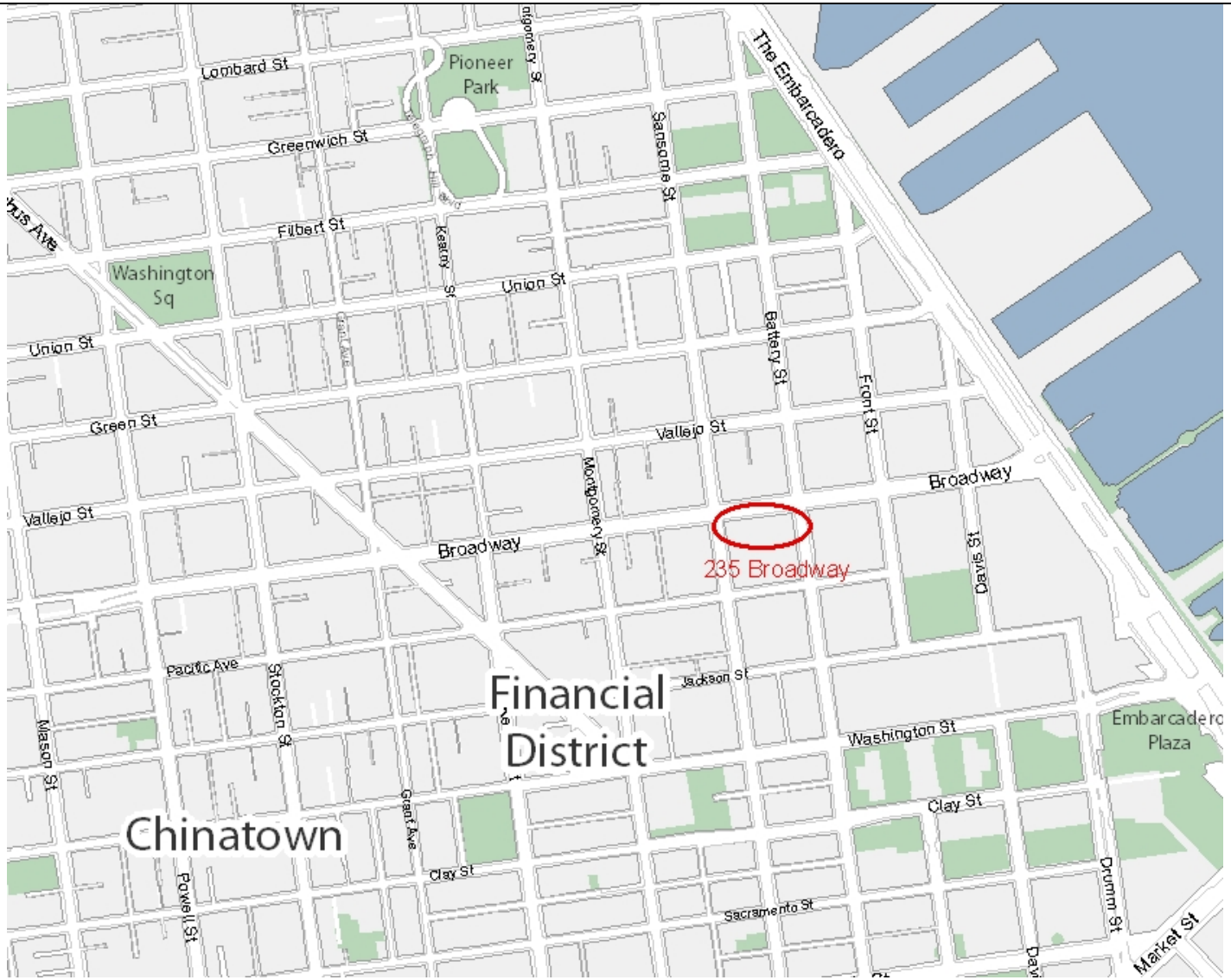
Project construction is anticipated to last 24 months, beginning in November of 2011.

Table 1 – Project Uses by Building Level

Building Level	Studio Units	1 BR Units	2-BR Units	3-BR units	Other Uses
1	-	-	-	-	Building maintenance/services, bicycle and other storage, retail
2	2	-	1	2	Courtyard, lobby, common room, laundry facilities, social service space, management offices, retail
3	2	-	2	3	
4	2	1	5	4	
5	2	1	5	4	
6	2	1	5	4	
7	-	4	3	1	roof deck
8	-	1	3	1	roof deck

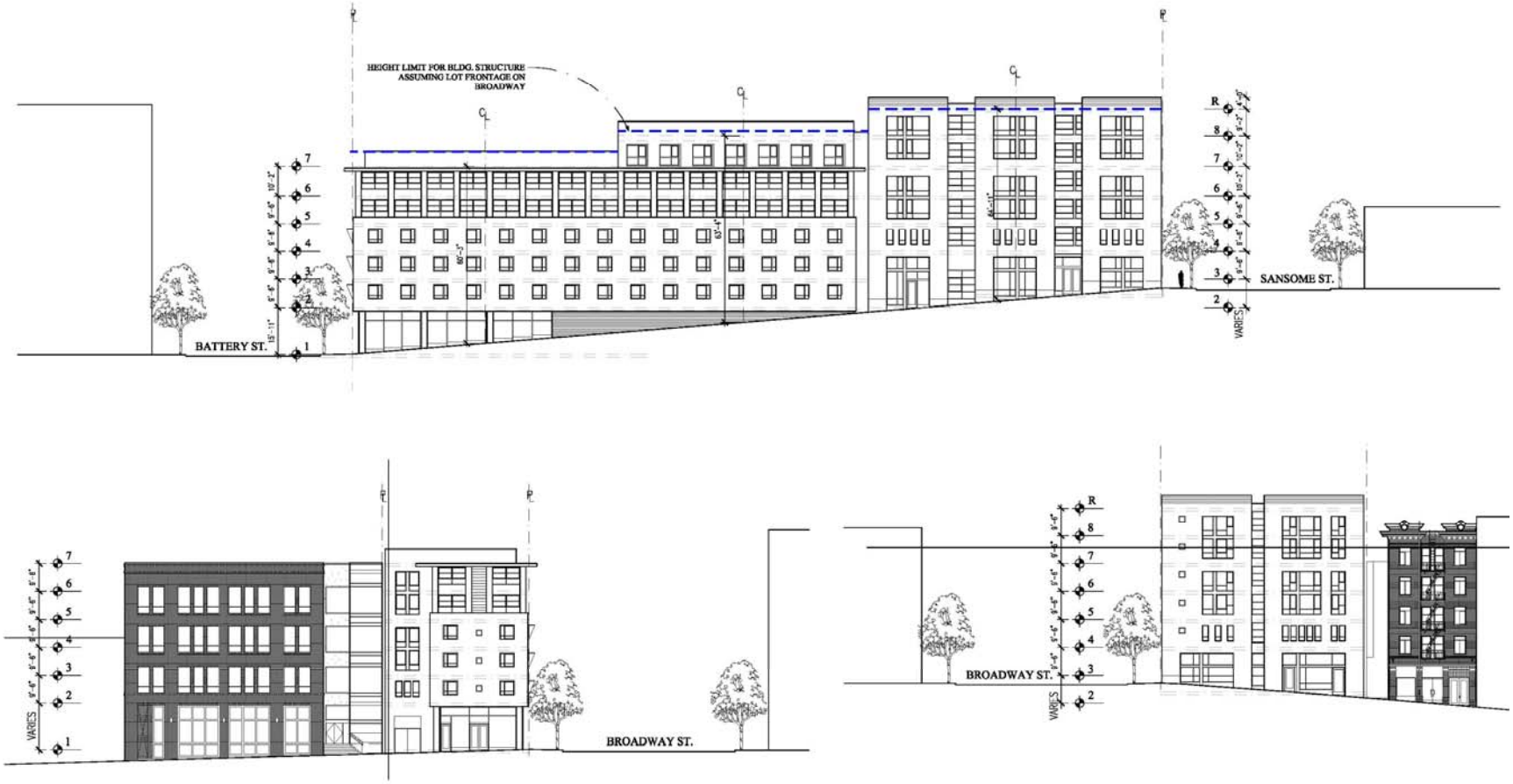
B. PROJECT SETTING

The project site is located north of downtown San Francisco, south of Telegraph Hill, and east of the commercial area of North Beach's Broadway. The site slopes upward approximately 23 feet in elevation from Battery Street to Sansome Street. The eastern portion of the lot is developed with a relatively level paved parking lot with approximately 25 spaces. Immediately to the west of the level parking lot is a more heavily sloped area that rises about 12 to 13 feet and is covered with rocks. The western portion of the site is gently sloping and vacant, with some trees and low-lying ruderal (weedy) vegetation. No structures are present on the project site. From the 1950s until the mid-1990s, the site was occupied by an on-ramp to the Embarcadero Freeway.



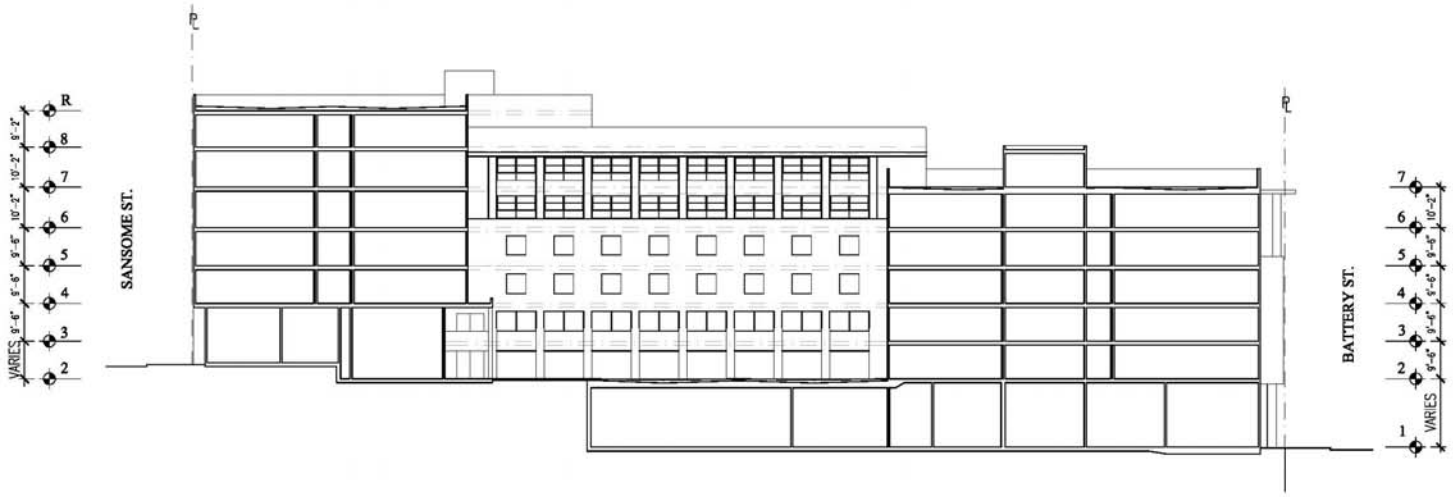
Source: San Francisco Planning Department, 2010.

Figure 1 – Project Location



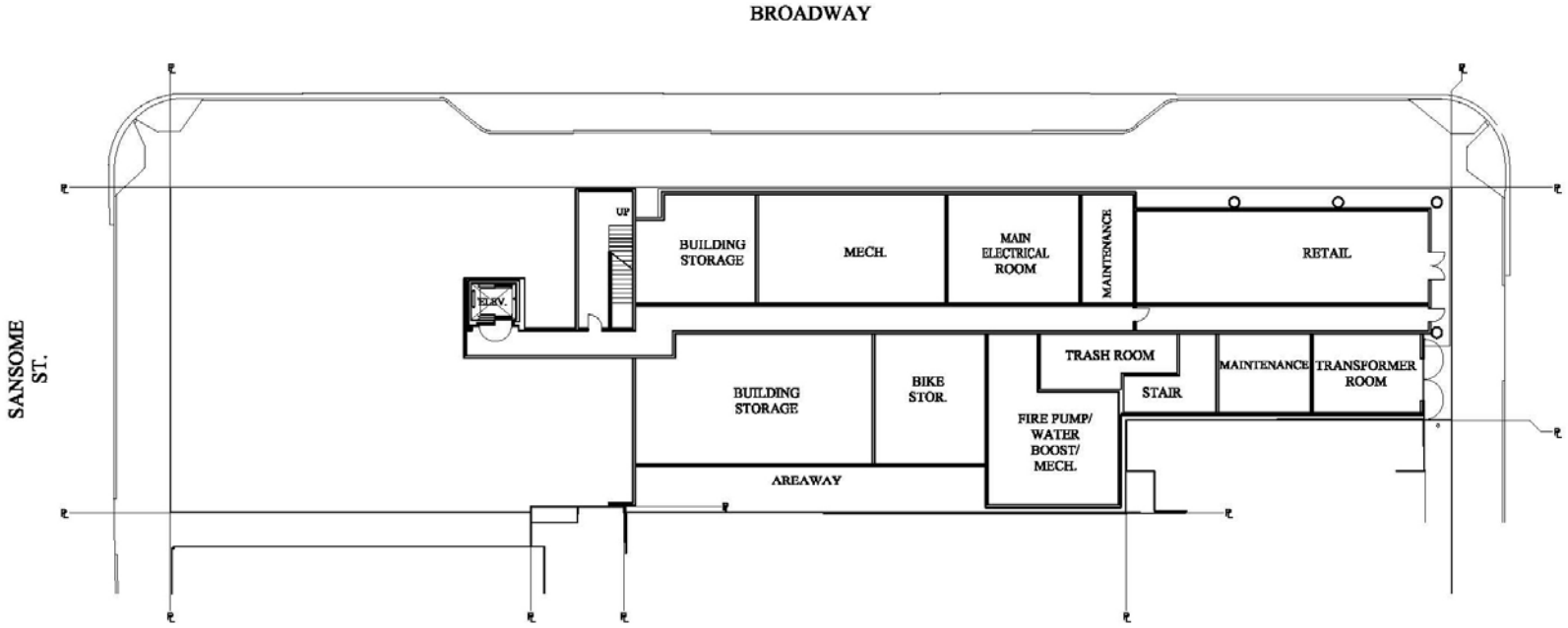
Source: Solomon E.T.C., 2010.

Figure 2 – Elevations



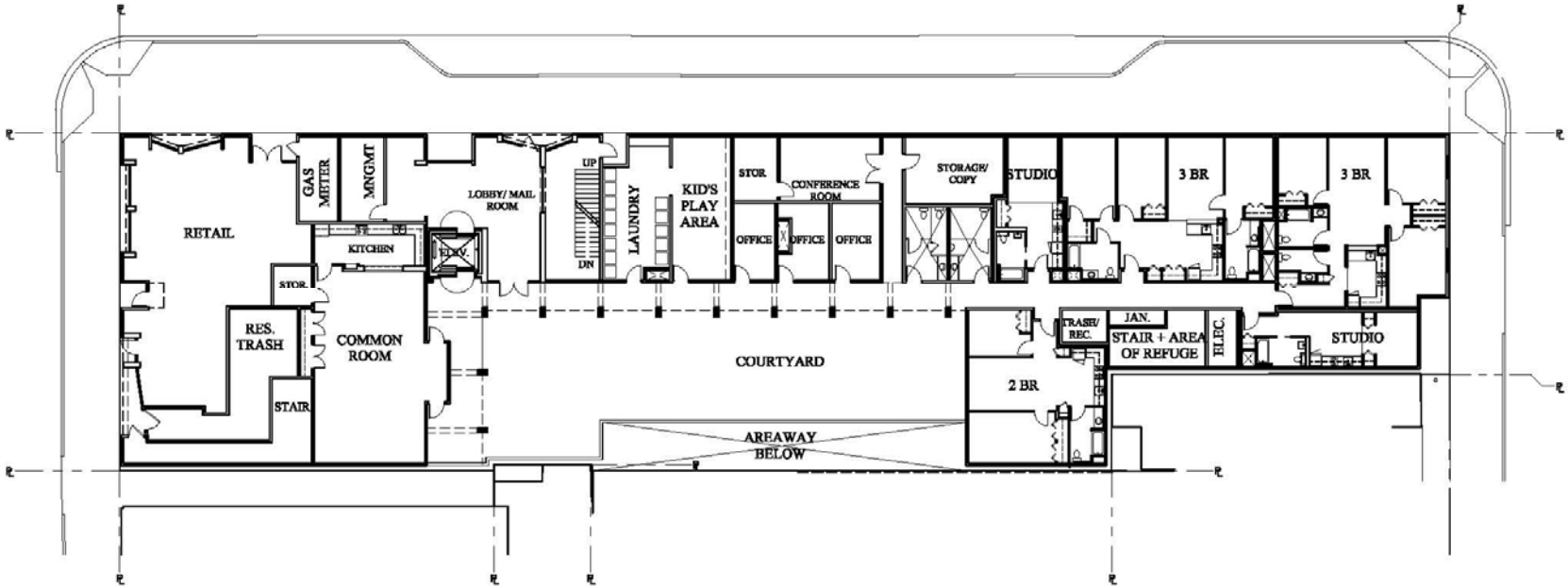
Source: Solomon E.T.C., 2010.

Figure 3 – East-West Section



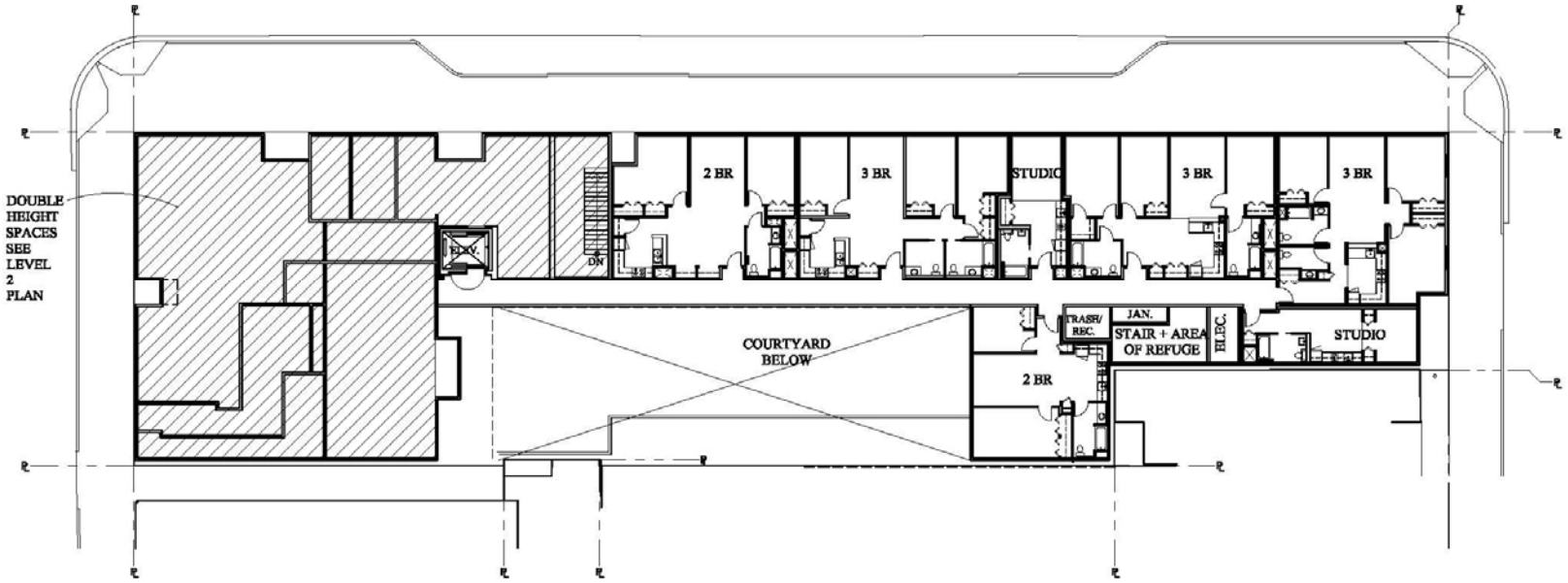
Source: Solomon E.T.C., 2010.

Figure 4 – Level 1



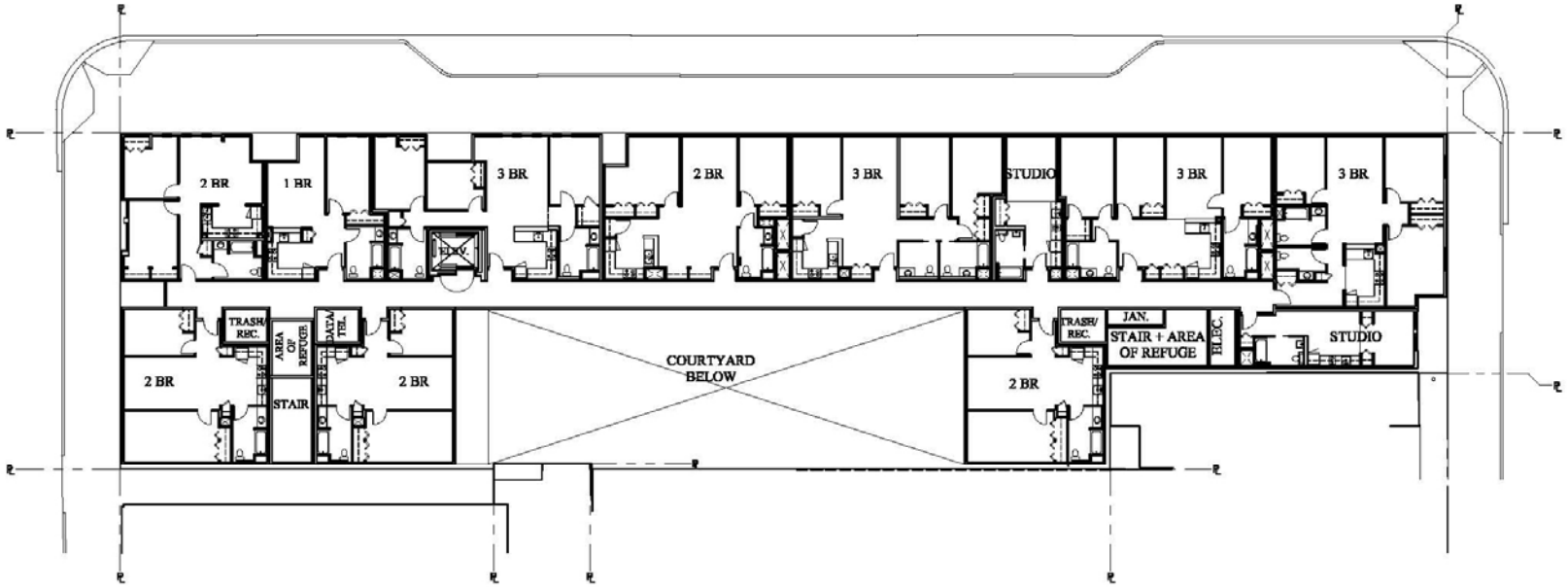
Source: Solomon E.T.C., 2010.

Figure 5 – Level 2



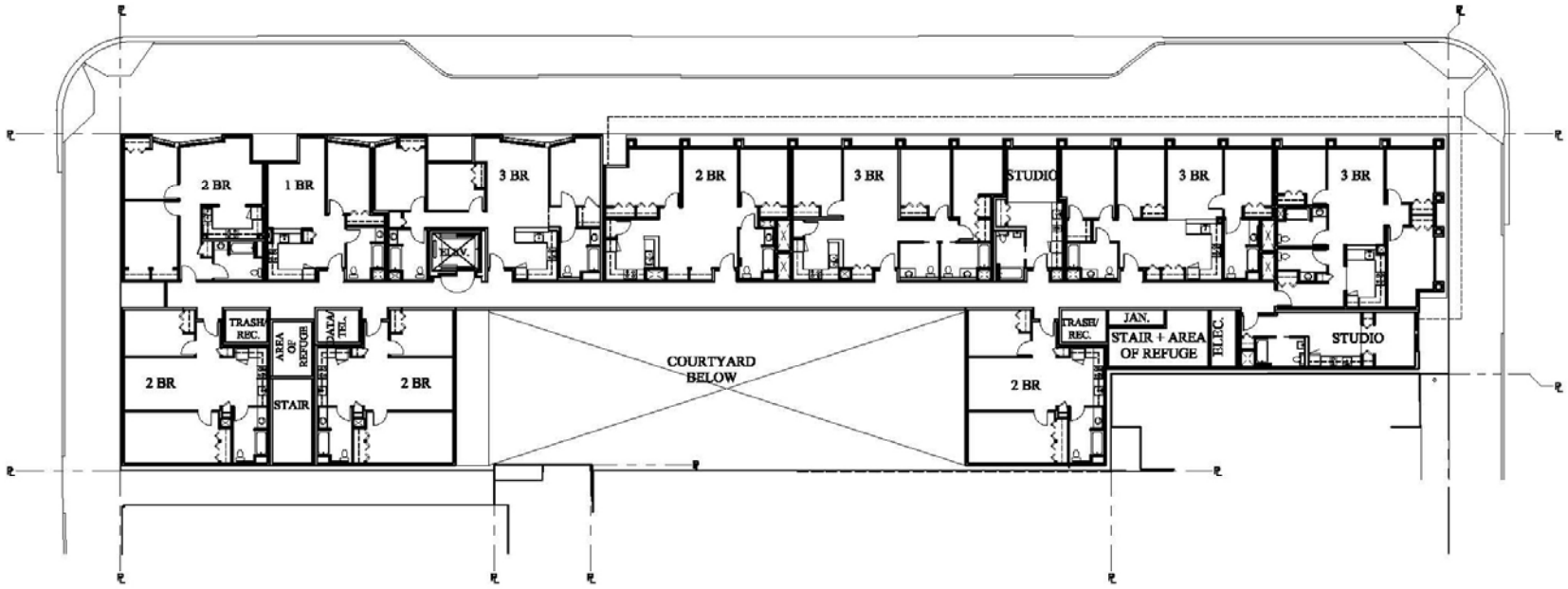
Source: Solomon E.T.C., 2010.

Figure 6 – Level 3



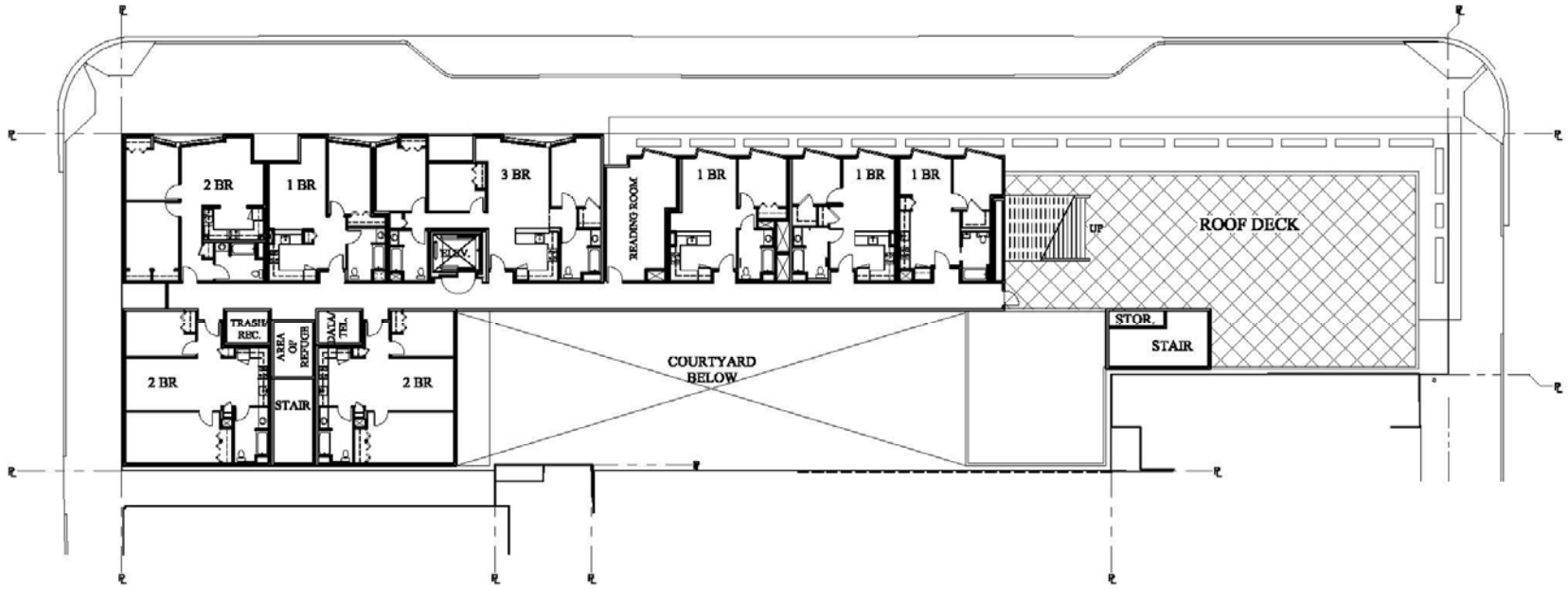
Source: Solomon E.T.C., 2010.

Figure 7 – Level 4



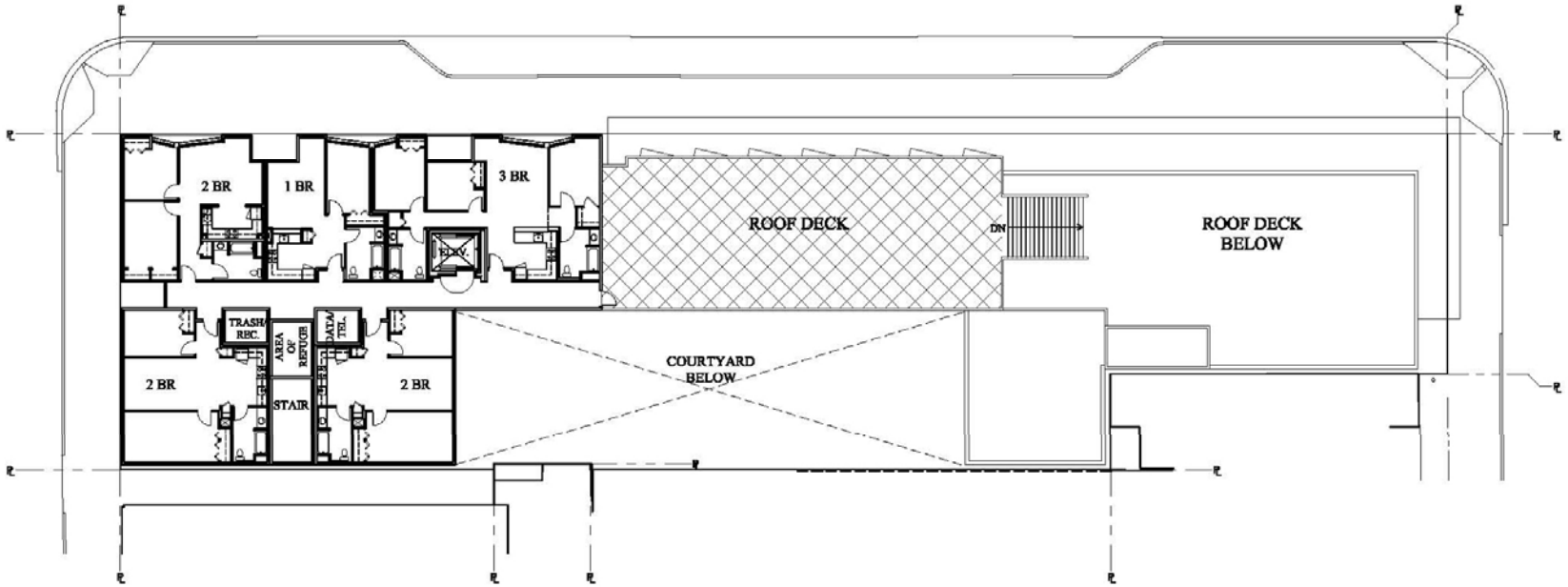
Source: Solomon E.T.C., 2010.

Figure 8 – Levels 5-6



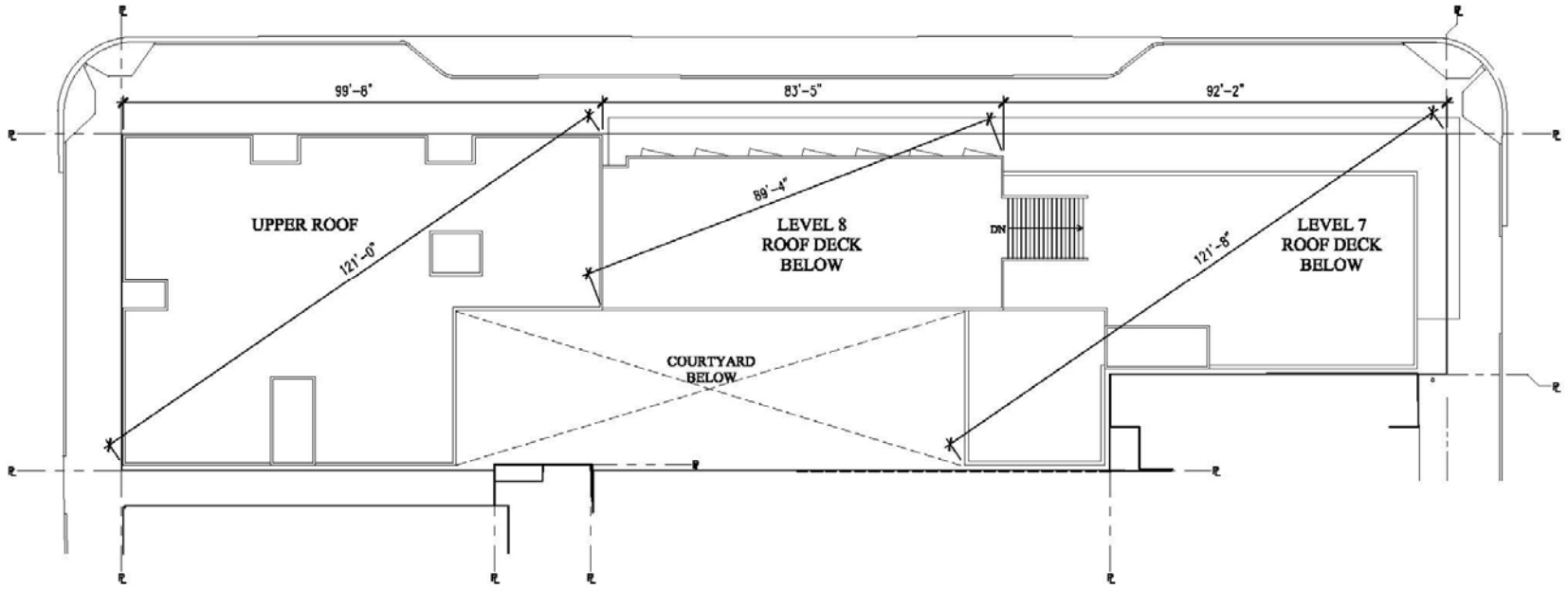
Source: Solomon E.T.C., 2010.

Figure 9 – Level 7



Source: Solomon E.T.C., 2010.

Figure 10 – Level 8



Source: Solomon E.T.C., 2010.

Figure11 – Roof Plan

Panoramic View of Project Site

Eastern Portion of Project Site

Western Portion of Project Site

Sources: Project Sponsor; San Francisco Planning Department, 2008.

Figure12 – Site Photos

The blocks immediately to the south of the project site transition from high-rise office buildings to the two- to four-story historical buildings of Jackson Square and the mixed-use four- to six-story Golden Gateway Center. As discussed in more detail in Section C (p. 15), the project site is within a C-2 Commercial Zoning District and the Broadway-Washington Special Use District 2. The RC-4 Residential-Commercial Combined High-Density District, containing the Golden Gateway Center, begins one block east and south of the project site. The Broadway Commercial District begins one block to the west of the project site. The C-3-O Downtown Office District begins three blocks to the south of the project site.

Broadway is an 82.5-foot-wide four-lane east-west thoroughfare that leads from the Embarcadero to North Beach, Russian Hill, and neighborhoods to the west. Surrounding building heights range from approximately two to eight stories (20 to 85 feet). Land uses on the project block and surrounding block are primarily commercial with some residential uses. Parcels immediately adjacent to the project site are a four-story office building at 735 Battery Street and a four-story commercial building at 832 Sansome Street. Across Broadway from the project site, the 200 block of Broadway contains a two-story parking garage, the two-story commercial building, and the five-story KPIX commercial building. Directly north and east of the project site at 150 Broadway (also known as 810 Battery Street) is Broadway Family Apartments – a three- to eight-story development containing 81 units of affordable housing.

Open space in the immediate area is limited, and vegetation consists primarily of street trees.

C. COMPATIBILITY WITH EXISTING ZONING AND PLANS

	Applicable	*Not Applicable*
Discuss any variances, special authorizations, or changes proposed to the Planning Code or Zoning Map, if applicable.	☒	☐
Discuss any conflicts with any adopted plans and goals of the City or Region, if applicable.	☐	☒
Discuss any approvals and/or permits from City departments other than the Planning Department or the Department of Building Inspection, or from Regional, State, or Federal Agencies.	☒	☐

Planning Code and Zoning

The San Francisco Planning Code, which incorporates by reference the City's Zoning Maps, governs permitted uses, densities, and the configuration of buildings within San Francisco. Permits to construct new buildings may not be issued unless either the proposed project conforms to the Planning Code, or an exception is granted pursuant to provisions of the Planning Code. Approval of the proposed project would result in the construction of a new mixed-use building consisting of 61 dwelling units, 5,000 sf of retail space, and 3,000 sf of supportive service space. The specific impacts of this proposed development are discussed below under the relevant topic headings.

The project site is located in a C-2, Community Business District, zoning district. As noted in Planning Code Section 210.2, C-2 Districts provide convenience goods and services to residential areas of the City, both in outlying sections and in closer-in, more densely built communities. In addition, some C-2 Districts provide comparison shopping goods and services on a general or specialized basis to a Citywide or a regional market area, complementing the main area for such types of trade in downtown San Francisco. The extent of these districts varies from smaller clusters of stores to larger concentrated areas, including both shopping centers and strip developments along major thoroughfares, and in each case, the character and intensity of commercial development are intended to be consistent with the character of other uses in the adjacent areas. As in C-1 Districts, the emphasis of C-2 Districts is upon compatible retail uses, but a wider variety of goods and services is included to suit the longer-term needs of customers and greater latitude is given for the provision of automobile-oriented uses.

The project site is also located within the Washington-Broadway Special Use District Number 2. As described in Section 239 of the Planning Code, the purpose of this district is to provide for certain areas with special traffic and parking considerations, many existing buildings of small scale and established character which have been and will be retained and converted, and certain wholesaling activities carried on with distinct benefit to the city. Furthermore, Section 161(d) of the Planning Code states that in recognition of the small scale of development, the desirability of retention and conversion of many existing buildings of established character, the need to relieve congestion, and the provision of public parking facilities on an organized basis at specific locations, no off-street parking is required for any use other than dwellings in the Washington-Broadway Special Use District Number 2.

The project site is within a 65-A height and bulk district, which would permit construction to a base height of 65 feet. The "A" bulk requirements limit building dimensions above 40 feet.

Planning Code Approvals Required

The project would require the following approvals.

- A variance from Planning Code Section 134, which requires a minimum rear yard depth of 25 percent of the total depth of the lot but in no case less than 15 feet. Rear yards shall be provided at the lowest story containing a dwelling unit, and at each succeeding level or story of the building.
- A variance from Planning Code Section 140, which requires that each dwelling faces directly a public street, alley, yard, or open unobstructed area.
- An exception to the bulk requirements of Section 270, which states that in an 'A' bulk district, the maximum bulk dimensions of the portion of the building above 40 feet in height must be a maximum of 110 feet in length and 125 feet in diagonal dimension.

Other Approvals Required

The proposed project would require the following approvals:

- Building permits for new construction
- Department of Parking and Traffic approvals for the creation of a residential loading zone on Broadway
- Department of Public Works and Department of Parking and Traffic easements for work within the public right of way
- Sewer and water connection permits.

Plans and Policies

San Francisco General Plan. The San Francisco General Plan provides general policies and objectives to guide land use decisions. Any conflict between the proposed project and policies that relate to physical environmental issues are discussed in Section E, Evaluation of Environmental Effects. The compatibility of the proposed project with General Plan policies that do not relate to physical environmental issues will be considered by decision-makers as part of their decision whether to approve or disapprove the proposed project. Any potential conflicts identified as part of the process would not alter the physical environmental effects of the proposed project.

The San Francisco Planning Commission adopted an updated Housing Element of the General Plan in May 2004. The San Francisco Board of Supervisors approved the Housing Element in September 2004, and the State Department of Housing and Community Development certified the Element in October 2004. In June 2007, however, the First District Court of Appeals ruled that the updated Housing Element should have been addressed in an EIR. Therefore, this Initial Study refers to relevant policies of both the 2004 Housing Element and the 1990 Residence Element (the previous version).

The 2004 Housing Element of the General Plan "sets forth objectives, policies, and implementing programs to address the issues of housing production and affordability in part through a Citywide Action Plan (CAP), which "explores comprehensively the issue of how to meet the need

for housing and jobs in ways that capitalize upon and enhance the best qualities of San Francisco as a place."[1]

The objectives of the 2004 Housing Element address new housing supply, housing retention, housing condition, affordability, housing choice, homelessness, density/design/quality of life, and State and regional needs. With regard to housing production, Policy 1.1 of the 2004 Housing Element encourages higher residential density in areas adjacent to downtown and locating housing in areas well served by transit. This policy is similar to Policy 1.1 in the 1990 Residence Element; the 2004 Housing Element also calls for allowable densities in established residential areas to be set at levels which will promote compatibility with prevailing neighborhood scale and character. Density/design/quality of life policies in the 2004 Housing Element include Policy 11.1, a new policy which calls for using new housing as a means to enhance neighborhood vitality and diversity, and Policy 11.5, which promotes well-designed housing that enhances existing neighborhood character. The corresponding policy in the 1990 Residence Element calls for housing that conserves existing neighborhood character.

The proposed project would contribute 61 affordable units to the City's housing supply, thereby helping to meet the City and regional needs for affordable housing. The potential impact of the project on visual quality and neighborhood character are discussed in Section E.1 (Land Use and Land Use Planning) and E.2 (Aesthetics) of this Initial Study.

Accountable Planning Initiative. In November 1986, the voters of San Francisco approved Proposition M, the Accountable Planning Initiative, which added Section 101.1 to the City Planning Code to establish eight Priority Policies. These policies, and the sections of this Environmental Evaluation addressing the environmental issues associated with the policies, are: (1) preservation and enhancement of neighborhood-serving retail uses; (2) protection of neighborhood character (Question 1c, Land Use); (3) preservation and enhancement of affordable housing (Question 3b, Population and Housing, with regard to housing supply and displacement issues); (4) discouragement of commuter automobiles (Questions 5a, b, f, and g, Transportation and Circulation); (5) protection of industrial and service land uses from commercial office development and enhancement of resident employment and business ownership (Question 1c, Land Use); (6) maximization of earthquake preparedness (Questions 13 a-d, Geology, Soils, and Seismicity); (7) landmark and historic building preservation (Question 4a, Cultural Resources);

[1] Subsequent to adoption of the 2004 Housing Element, the California Court of Appeals found that the negative declaration prepared in support of the 2004 Housing Element was inadequate and required the preparation of an environmental impact report. Under the terms of the Writ of Mandate issued by the San Francisco Superior Court, the City may rely on the 2004 Housing Element, minus policies, objectives, and implementation measures that were stricken as a result of the lawsuit. Such policies cannot be adopted until completion of the EIR. As required by State law, San Francisco is due for its next five-year Housing Element Update, and the Planning Department has prepared a Draft 2009 Housing Element for environmental review. The Notice of Preparation for the San Francisco 2004 and 2009 Housing Element (Case No. 2007.1275E) is available for review at http://www.sfplanning.org/index.aspx?page=1828.

and (8) protection of open space (Questions 8a and b, Wind and Shadow, and Questions 9a and 9c, Recreation and Public Space).

Priority Policies. Prior to issuing a permit for any project that requires an Initial Study under the California Environmental Quality Act (CEQA), and prior to issuing a permit for any demolition, conversion, or change of use, and prior to taking any action which requires a finding of consistency with the General Plan, the City is required to find that the proposed project or legislation is consistent with the Priority Policies. As noted above, the consistency of the proposed project with the environmental topics associated with the Priority Policies is discussed in Section E., Evaluation of Environmental Effects, providing information for use in the case report for the proposed project. The case report and approval motions for the project will contain the Department's comprehensive project analysis and findings regarding consistency of the proposed project with the Priority Policies.

D. SUMMARY OF ENVIRONMENTAL EFFECTS

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

☐	Land Use	☐	Air Quality	☐	Biological Resources
☐	Aesthetics	☐	Greenhouse Gas Emissions	☐	Geology and Soils
☐	Population and Housing	☐	Wind and Shadow	☐	Hydrology and Water Quality
☒	Cultural and Paleo. Resources	☐	Recreation	☒	Hazards/Hazardous Materials
☐	Transportation and Circulation	☐	Utilities and Service Systems	☐	Mineral/Energy Resources
☒	Noise	☐	Public Services	☐	Agricultural and Forest Resources
				☐	Mandatory Findings of Significance

E. EVALUATION OF ENVIRONMENTAL EFFECTS

Topics:		*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
1.	**LAND USE AND LAND USE PLANNING— Would the project:**					
a)	Physically divide an established community?	☐	☐	☒	☐	☐
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?	☐	☐	☒	☐	☐
c)	Have a substantial impact upon the existing character of the vicinity?	☐	☐	☒	☐	☐

Divide an Established Community (1a)

Land use impacts of a proposed project are considered significant if the project would divide an established community; conflict with plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect; or have a substantial adverse impact upon the existing character of the vicinity.

The project site is in a transition area between Downtown commercial to the south, Telegraph Hill residential to the north, and Chinatown residential and neighborhood commercial three blocks to the west. Directly across from the project site at the northeast corner of Broadway and Battery Street is residential uses at the Broadway Family Housing development.

The proposed project, a 100 percent affordable housing development of 61 units, would result in an increase in intensity of land uses on the project site, given that the property is currently vacant; however, it would not disrupt or divide the physical arrangement of an established community. The project would be incorporated within the established street network and would create no impediment to the passage of persons or vehicles. The sidewalks around the project site may see greater use because of the proposed project, but they would not be closed by the proposed project. No on-site parking is proposed on the project site. The surrounding uses and activities would continue on their own sites and would interrelate with each other as they do at present without significant disruption from the proposed project. The project would not divide or disrupt an established community but would continue the same pattern of residential development to the north. Thus, the project would result in a less-than-significant impact related to dividing or disrupting an established community.

Conflict with Plans or Policies (1b)

The provision of higher-density residences adjacent to downtown and in an area well served by transit is a stated goal of the 1990 Residential Element, the 2004 Housing Element, and the *Notice of Preparation of an Environmental Impact Report for the San Francisco 2004 and 2009 Housing Element*. The project would meet the goal by providing more housing close to Downtown. The provision of affordable housing is consistent with the Accountable Planning Initiative of 1986 ("Prop M"). The project therefore would not conflict with any applicable land use plans and policies, and thus would have a less-than-significant impact.

Existing Character of the Project Vicinity (1c)

The proposed project would develop a vacant site surrounded by two- to eight-story commercial and residential buildings with a mixed-use building. The proposed project would be compatible with surrounding uses. The project is in the C-2 (Community Business District) Use District, the Washington-Broadway Special Use District (SUD) Number 2, and the 65-A Height and Bulk District. At 65 feet, the proposed project would be the tallest building in its block but within the existing 65-foot height limit and similar in scale and character to the Broadway Family Housing at the northeast corner of Broadway and Battery Street.

The project would require an exception to the bulk requirements of the Planning Code, which states that in an 'A' bulk district, the maximum bulk dimensions of the portion of the building above 40 feet in height must be a maximum of 110 feet in length and 125 feet in diagonal dimension. The portions of the building above 40 feet would measure 275 in length (exceeding the maximum length by 165 feet) and 293 in diagonal dimension (exceeding the maximum diagonal dimension by 168 feet). The building would be broken into two or three building masses to reduce the appearance of bulk. In addition, the project would be consistent with similar recent development in the vicinity such as Broadway Family Housing and would therefore result in a less-than-significant impact on the existing character of the project vicinity. The relationship of the proposed building to those in the immediate vicinity is discussed in more detail in Section 2c, Visual Character (p. 23).

Cumulative Land Use Impacts

Within the same block as the proposed project at 235 Broadway is a proposed project at 717 Battery Street, which would renovate and add 16,000 sf to an existing 42,000 sf building and convert the building's use from office space to a private club. The 717 Battery Street project is currently undergoing environmental review, including a transportation study.[2] Approximately one-quarter mile from the 235 Broadway project site is the 8 Washington Street project, which proposes two new mixed-use buildings with 170 residential units, 18,600 sf of retail/restaurant, 1,500 sf of office, a 12,000 sf private health club, and 520 parking spaces on the site of the existing Golden Gateway Tennis and Swim Club facility.[3] There are no other known future/pipeline development projects within one quarter mile of the project site.

The project would not result in any significant cumulative land use or planning impacts, since it would not divide an established community or cause a substantial adverse change in the mix of land uses in the project vicinity, and thus could not contribute to any overall cumulatively considerable change in neighborhood character or result in any overall cumulatively considerable conflict with applicable environmental plans. Thus, land use impacts, both project-specific and cumulative, would be less than significant.

Topics:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
2. AESTHETICS—Would the project:					
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐	☐

[2] Planning Department Case No. 2009.0816E.

[3] Planning Department Case No. 2007.0030E.

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
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?	☐	☐	☒	☐	☐
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☒	☐	☐
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?	☐	☐	☒	☐	☐

Design and aesthetics are by nature subjective, and are open to interpretation by decision makers and members of the public. The analysis looks at project design in relation to the surrounding visual character, heights, and building types; the potential to obstruct public scenic views; and the potential for light and glare. The proposed project's specific building design and aesthetics would be considered during the City's planning and design review process. Under CEQA, a proposed project would be considered to have a significant adverse effect on visual quality only if it would cause a substantial and demonstrable negative change.

Scenic Vistas (2a)

Public view corridors in this densely developed urban area follow existing streets in the project area. While the roadway and sidewalks along Broadway provide views of San Francisco Bay to the east, there are no formally designated scenic views, viewpoints, or trails near the project site. Looking north across Broadway, two- to eight-story commercial buildings may be viewed. Telegraph Hill, five blocks to the north and two blocks to the east, is not visible from the street level, but may be visible from the upper stories of the surrounding taller buildings as well as from the proposed project. Looking east along Broadway, a portion of the Bay Bridge and Yerba Buena Island may be viewed. Looking west, the view is of more two- to four-story commercial buildings and Russian Hill in the background. Looking south, Downtown highrise buildings may be viewed.

Existing parks and publicly accessible open space in the project vicinity include Portsmouth Square, Washington Square Park, Pioneer Park on Telegraph Hill, Sydney G. Walton Park in the Golden Gateway Center, Maritime Plaza, Transamerica Redwood Park, and Embarcadero Plaza. The project site, currently a parking lot and undeveloped land, is not visible from those public open spaces due to the extent of intervening urban development and the scale of existing buildings between those open space areas and the project site. While some portions of the upper floors of the project would be visible from Pioneer Park, in the context of the existing dense development, this incremental change would be considered a less-than-significant impact. The

proposed building would fit into this context and blend in with the existing surrounding high- and midrise development. The project would therefore have a less-than-significant impact on scenic views from open space.

Scenic Resources (2b)

The eastern portion of the project site is currently occupied by a surface parking lot. The western portion is covered with weedy vegetation and seven 20- to 25-foot-tall trees, which are largely hidden from public view by the fence that surrounds the project site and do not contribute to the visible setting of the project site. The trees would be removed as part of the project. Their removal would not lead to a substantial adverse change in the existing context because they would be offset by the provision of two new landscaped rooftop gardens and vegetation. Tree removal is discussed further under Biological Resources, Question 12e, on p. 62. The 13 existing street trees adjacent to the project site along Broadway and Sansome Street would remain. No other scenic resources exist on the project site; therefore, the project would not substantially damage scenic resources and other features of the built or natural environment which contribute to a scenic public setting. The project would therefore result in less-than-significant impacts on scenic resources.

Visual Character (2c)

The project would alter the views from public vantage points in that viewers would see a 65-foot tall, block-long building instead of an empty lot. From more distant public vantage points, intervening buildings would screen most of the project from view. The upper portion of the building would be visible from some distant viewpoints, but the proposed building's visual prominence would be reduced by distance and the surrounding dense development including other high-rise buildings. The project area is a densely built urban environment, with an existing visual character that includes a mix of buildings.

While the proposed project would be contemporary in architectural design and surrounded by a mixed scale and mixed historic and contemporary structures, it would be generally similar to other contemporary buildings in the area. The varied scale and mix of historic and contemporary building character of the project area would continue with development of the proposed project. Although the change at the street level would be pronounced, because a six-story structure would replace a vacant lot, the project would be consistent with the general pattern of new development and the changing urban form of the area. Therefore, the project would have a less-than-significant impact on the existing visual character of the site and its surroundings.

Light and Glare (2d)

Streets in the vicinity of the project site are illuminated at night. Although the proposed project would increase outdoor lighting at the street perimeter of the project site, nighttime lighting for the project would remain within typical and accepted levels for a dense urban setting. In addition, the project would be required to comply with Planning Commission Resolution 9212,

which prohibits the use of mirrored or reflective glass. Therefore, the proposed project would not be expected to generate obtrusive light or glare that would substantially impact other properties.

Cumulative Aesthetics Impacts

Cumulative projects are discussed on p. 21. The proposed project at 8 Washington Street is 0.2 mile (three blocks) away from the proposed project and thus is too far from the project site to result in a cumulative aesthetic impact. The proposed project at 717 Battery Street does not propose significant exterior changes to the existing building. Thus, no known cumulative projects in the project vicinity would combine with the proposed project such that the project would result in cumulative impacts related to aesthetics.

For the reasons discussed above, the proposed project's impacts related to aesthetics, both individually and cumulatively, would be less than significant.

Topics:		*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
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)?	☐	☐	☒	☐	☐
b)	Displace substantial numbers of existing housing units or create demand for additional housing, necessitating the construction of replacement housing?	☐	☐	☒	☐	☐
c)	Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☒	☐	☐

Population Growth (3a)

An estimated 329,700 households existed in San Francisco in 2000,[4] and an estimated 357,833 housing units existed in San Francisco in 2007.[5] The project area is a densely populated urban area with existing commercial, institutional, and residential uses. The proposed project's 61

4 U.S. Census, State and County QuickFacts, http://quickfacts.census.gov/qfd/states/06/0667000.html, accessed January 14, 2009.

5 U.S. Census, American FactFinder, San Francisco, California, ACS Demographic and Housing Estimates: 2007, http://factfinder.census.gov/servlet/ADPTable?_bm=y&-geo_id=16000US0667000&-qr_name=ACS_2007_1YR_G00_DP5&-ds_name=D&-_lang=en, accessed January 14, 2009.

residential units would add 180 residents to the site.[6] The project site is currently vacant. The approximately 5,000 sf of proposed retail space would employ approximately 14 employees.[7] The 2000 U.S. Census indicates that the population of the subject property's census tract, Census Tract 105, is 2,278 persons. Based on 2000 population totals, the proposed project would increase the population in Census Tract 105 by approximately 7 percent, which would not be a substantial adverse change, and is within the residential growth projections for this area of the city. Thus, the project would result in a less-than-significant impact on population growth.

Housing (3b)

The project site currently contains no dwelling units; thus, no residents would be displaced or dwelling units demolished by the project. The 61 new residential units would help to relieve housing demands in San Francisco and would accommodate city residents. The project would provide needed affordable housing units in the city.

Displacement (3c)

No employees or residents would be displaced from the project site because none are on site currently. The growth associated with the proposed project is anticipated in the General Plan. Therefore, the project would increase citywide population but not to levels that are not anticipated and planned for in the city. Thus, the project would not necessitate construction of replacement housing elsewhere.

Cumulative Population and Housing Impacts

The proposed project would add 61 affordable housing units with 180 residents to the project area. The project would not contribute to any potential cumulative effects related to population, as the project would not result in substantial housing and population displacement, or create unmet housing demand.

Cumulative projects are discussed on p. 21. The proposed project at 717 Battery Street is a change of use from office to a private club, and would not add permanent residents. The proposed project at 8 Washington Street would add 170 residential units to the project area.[8] The proposed project, together with the proposed project at 8 Washington Street, would add approximately 231 residential units to San Francisco. These projects would incrementally add to San Francisco's housing supply and meet some of the existing demand for housing. Considered within the context of projected regional housing needs, this would not be considered a significant addition to the projected residential housing stock in the City as a whole. These projects would have a

6 Population estimate, provided by the project sponsor, assumes 1 person per studio, 1.5 persons per one-bedroom unit, 3 persons per two-bedroom unit, and 4.5 persons per three-bedroom unit. Residential calculations are as follows: 10 studio units x 1 = 10; 8 one-bedroom units x 1.5 = 12; 24 two-bedroom units x 3 = 72; and 19 three-bedroom units x 4.5 = 86, for a total project population of 180 residents.

7 Based on a standard multiplier of 350 gsf per general retail employee, per San Francisco Planning Department Transportation Impact Analysis Guidelines for Environmental Review, October 2002.

8 San Francisco Planning Department, *8 Washington Street Initial Study, Case No. 2007.0030E,* December 8, 2007.

less-than-significant impact on cumulative population and housing impacts in the project vicinity or San Francisco, and overall the proposed project would not contribute considerably to cumulative population and housing conditions.

For the reasons discussed above, the proposed project's impacts related to population and housing, both individually and cumulatively, are considered less than significant.

Topics:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
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 *Planning Code*?	☐	☐	☒	☐	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☒	☐	☐	☐
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☒	☐	☐
d) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☒	☐	☐

Historic Architectural Resources (4a)

The proposed project is the development of a mid-rise, mixed-use development with up to 61 residential units, residential common open space, on-site supportive services for residents, and ground-floor commercial space. No off-street parking or loading is proposed.

No structures are located on the project site; thus, the project would have no impact on onsite historical resources. The project site is in proximity to two historic districts. Across Broadway from the project site is the Northeast Waterfront Historic District, which includes the buildings that front Sansome Street from Broadway to Union Street east to the Embarcadero. One block south and west of the project site is the Jackson Square Historic District, which includes the buildings that front Pacific Avenue between Kearny and Sansome Streets south to Washington Street.

The site is not located within any known or potential historic district. The project site is adjacent to 838 Sansome Street (APN 0165/020), which was identified on the 1976 Architectural Survey and the Unreinforced Masonry Buildings (UMB) Survey. This building is considered a historic resource for the purposes of CEQA. The project site is also adjacent to the Northeast Waterfront and the Jackson Square Historic Districts. Both of these districts are also identified as historic

resources for the purposes of CEQA and are locally designated under Article 10 of the Planning Code.

The blocks to the east of the project site were historically developed as warehouse and industrial buildings. These buildings had large footprints and were related to maritime functions along the waterfront. Adjacent to the site along Sansome and west of the site on Broadway, the small lots with twenty-five to thirty foot vertically proportioned frontages stepping up the street represent a more typical lot pattern found within San Francisco.

Based on a review by the Planning Department's Preservation Technical Specialist of the submitted project plans dated May 5, 2010, the proposed new structure would not appear to result in any material impairment to the off-site adjacent resources; it would not remove or compromise historic fabric associated with any known or potential historic resources. In addition, the proposed structure would appear to relate to the overall massing and scale of the surrounding neighborhood as it relates to the historic building patterns along both Broadway and Sansome Street.[9] Thus impacts on off-site historical architectural resources would be less than significant.

Archeological Resources (4b)

The southeastern corner of the project site may have originally fronted on the northern shoreline of Yerba Buena Cove. The project site is underlain by historic fill to a depth of 6 to 9 feet below ground surface, but it is not known when deposition of the fill material began, or if any portion of the site has been subject to prior excavation.

The project site was located in the center of San Francisco's initial development. It was an improved port beginning with Leese's construction of a stone pier at Clark's Point in 1839, and Thompson's construction of a small timber wharf and hide warehouse to the south of the project site. In the early part of the Gold Rush, Leese's pier was replaced by Clark with a more serviceable timber pile-and-platform wharf that projected into deeper waters to serve ocean-going vessels of deep draft. The first indication of improvements within the project site appear in the 1852/1853 U.S. Coast Survey Topographic Sheet of San Francisco, which shows more than six structures on the project site, mostly along the street frontages of the eastern half of the project site. No other documentation of the project site is known until 1887, when the Sanborn map shows a large building occupying the eastern third of the project site. This building was Edwin Danforth's Broadway Bonded Warehouse (c.1870–1906). The remainder of the project site was occupied by two-story commercial buildings with lodgings above, including the Central House at 217 Broadway and the Pacific House at 215 Broadway.

9 Tim Frye, Preservation Technical Specialist, *Memo re 235 Broadway, Case No. 2008.0797E*, June 8, 2010. This document is available for review as part of Case No. 2008.0797E.

Remains of the 1839 Vallejo-Leese stone wharf, portions of Clark's 1851 pile-and-platform timber wharf and other associated features recorded on a site to the northeast of the project site on the north side of Broadway. The two wharf structures were the first wharves constructed in San Francisco. Clark's Wharf was the first of its type of construction on the West Coast, for which Clark designed and constructed the pile driver himself. Archeological investigations are scheduled to begin soon for remains associated with Thompson's 1840s "hide house" and wharf on the south side of the project block.

The historic surface of the project site appears to either have been removed in the past as evidence by the geotechnical finding of historic fill directly over weathered bedrock. Thus, it is not likely that archeological features remain within the project site that may be affected by the project. Nonetheless, the project has a low potential to adversely affect archeological resources. The following archeological mitigation measure for inadvertent discovery of an archeological resource would ensure that any residual potential effect would be reduced to a less-than-significant level.

Mitigation Measure M-CP-1 – Archeological Resources. The project sponsor shall distribute the Planning Department archeological resource "ALERT" sheet to the project prime contractor; to any project subcontractor (including demolition, excavation, grading, foundation, pile driving, etc. firms); or utilities firm involved in soils disturbing activities within the project site. Prior to any soils disturbing activities being undertaken each contractor is responsible for ensuring that the "ALERT" sheet is circulated to all field personnel including, machine operators, field crew, pile drivers, supervisory personnel, etc. The project sponsor shall provide the Environmental Review Officer (ERO) with a signed affidavit from the responsible parties (prime contractor, subcontractor(s), and utilities firm) to the ERO confirming that all field personnel have received copies of the Alert Sheet.

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

If the ERO determines that an archeological resource may be present within the project site, the project sponsor shall retain the services of a qualified archeological consultant. The archeological consultant shall advise the ERO as to whether the discovery is an archeological resource, retains sufficient integrity, and is of potential scientific/historical/cultural significance. If an archeological resource is present, the archeological consultant shall identify and evaluate the archeological resource. The archeological consultant shall make a recommendation as to what action, if any, is warranted. Based on this information, the ERO may require, if warranted, specific additional measures to be implemented by the project sponsor.

Measures might include: preservation in situ of the archeological resource; an archaeological monitoring program; or an archeological testing program. If an archeological monitoring program or archeological testing program is required, it shall be consistent with the Major Environmental Analysis (MEA) division guidelines for such programs. The ERO may also require that the project sponsor immediately implement a site security program if the archeological resource is at risk from vandalism, looting, or other damaging actions.

The project archeological consultant shall submit a Final Archeological Resources Report (FARR) to the ERO that evaluates the historical significance of any discovered archeological resource and describing the archeological and historical research methods employed in the archeological 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.

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

Compliance with Mitigation Measure M-CP-1 would ensure that impacts to archeological resources would be reduced to less than significant with mitigation incorporated.

Paleontological Resources and Geological Features (4c)

Paleontology is a multidisciplinary science that combines elements of geology, biology, chemistry, and physics in an effort to understand the history of life on earth. Paleontological resources, or fossils, are the remains, imprints, or traces of once-living organisms preserved in rocks and sediments. Paleontological resources include vertebrate, invertebrate, and plant fossils or the trace or imprint of such fossils. The fossil record is the only evidence that life on earth has existed for more than 3.6 billion years. Fossils are considered nonrenewable resources because the organisms from which they derive no longer exist. Thus, once destroyed, a fossil can never be replaced. Paleontological resources are lithologically dependent; that is, deposition and preservation of paleontological resources are related to the lithologic unit in which they occur. If the rock types representing a deposition environment conducive to deposition and preservation of fossils are not favorable, fossils will not be present. Lithological units which may be fossiliferous, include sedimentary and volcanic formations. The project site is generally underlain deposits of Bay Mud, Quaternary-age surficial deposits of undifferentiated beach sand, marine sediments, artificial fill, alluvium and landslide deposits. At shallow depths beneath these sediments are chert and shale bedrock that are part of the Cretaceous to Jurassic-aged Franciscan Formation. Bedrock is exposed to the west on nearby upland surfaces. Proposed excavation is not deep enough to reach geologic formations containing lithological units containing fossils. Therefore, the proposed project would have less-than-significant impacts on paleontological resources or geological features.

Human Remains (4d)

Although no known human remains have been recorded at the project site, Mitigation Measure M-CP-1 would reduce any potentially significant effects related to disturbance, damage, or loss of human remains to less-than-significant levels.

Cumulative Impacts on Cultural Resources

As discussed above, with implementation of Mitigation Measure M-CP-1, the proposed project would result in a less-than-significant impact on archeological resources, and off-site historical architectural resources in the immediate vicinity would not be affected by the proposed project. The proposed project would not combine in a cumulatively considerable manner with cumulative projects discussed on p. 21, because the 717 Battery Street project would not change the exterior appearance of the building, and the 8 Washington Street project, 0.2 miles away, is too far away to result in impacts on cultural resources. Thus, the proposed project's cumulative impacts related to cultural resources would be less than significant.

Topics:		*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
5.	**TRANSPORTATION AND CIRCULATION— Would the project:**					
a)	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?	☐	☐	☐	☐	☒
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?	☐	☐	☒	☐	☐
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?	☐	☐	☒	☐	☐
d)	Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses?	☐	☐	☒	☐	☐
e)	Result in inadequate emergency access?	☐	☐	☒	☐	☐
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?	☐	☐	☒	☐	☐

Plans and Policies/Traffic and Level of Service (5a and b)

The Transportation Element of the San Francisco General Plan includes a policy to consider the transportation system performance measurements in all decisions for projects that affect the transportation system. To determine whether the proposed project would conflict with a transportation- or circulation-related plan, ordinance or policy, this section analyzes the

proposed project's effects on intersection operations, transit demand, impacts on pedestrian and bicycle circulation, parking and freight loading, as well as construction impacts.

Operational Impacts – Traffic. Table 2, below, presents travel demand for the proposed project, which was calculated using the San Francisco Planning Department's October 2002 *Transportation Guidelines for Environmental Review.* The proposed project would generate an estimated 1,315 average daily person trips to and from the project site. About 165 person trips would occur in the p.m. peak hour distributed across several modes of transportation, with an estimated 54 p.m. peak-hour vehicle person trips, 23 p.m. peak-hour transit trips, and 78 p.m. peak-hour walking trips. The trip generation calculations include travel to and from the project site by residents, employees, and visitors at the site.

It is not anticipated that the addition of 54 p.m. peak-hour vehicle person trips would adversely affect nearby intersections. Thus, impacts on traffic during project operation would be less than significant.

Table 2 – Project Trip Generation

Trip Generation Mode Split (Person-Trips)	Daily	PM Peak Hour
Auto	442	54
Transit	195	23
Walk	577	78
Other	100	10
Total	1,314	165
Parking Demand		61 spaces
Loading Demand (Average Hour Truck-Trips)		0.16
Loading Demand (Peak Hour Truck-Trips)		0.20

Source: San Francisco Planning Department, 2008; *Transportation Impact Analysis Guidelines for Environmental Review*, October 2002; U.S. Census Bureau, Census 2000, Journey to Work Data Set for Census Tract 105.

Operational Impacts – Loading. Planning Code Section 152 does not require an off-street loading space for development of under 100,000 sf of residential use or for retail uses under 10,000 sf. The proposed project would include 78,000 sf of residential space and up to 5,000 sf of retail space; thus, off-street freight loading space is not required. The number of delivery and service vehicles generated by the proposed project would be, on average, three truck trips per day.[10] Deliveries would include limited instances of residents moving into or out of the 61-unit building, and commercial loading. The project sponsor would apply for a residential loading zone to be located in front of the residential entrance on Broadway. The 5,000 sf of retail would result in approximately one truck-trip per day. These infrequent small-scale deliveries would most likely

10 San Francisco Planning Department, *Transportation Impact Analysis Guidelines for Environmental Review*, October 2002, Appendix H, Freight Delivery and Service Methodology. Average daily rate calculated based on 78,000 sf of residential use at a rate of 0.03 truck trips per 1,000 square feet and 5,000 sf of retail use at a rate of 1.1 truck trips per 1,000 square feet.

occur using the passenger loading zone on Broadway or street parking. All loading activity would occur at curbside. Thus, loading impacts would be less than significant.

Construction Impacts. During the projected 24-month construction period, temporary and intermittent traffic and transit impacts would result from truck movements to and from the project site. Truck movements during periods of peak traffic flow would have greater potential to create conflicts than during non-peak hours because of the greater numbers of vehicles on the streets during the peak hour that would have to maneuver around queued trucks. The project sponsor and construction contractors would meet with the City's Transportation Advisory Staff Committee (TASC) to determine feasible measures to reduce traffic congestion, including effects on the transit system and pedestrian circulation impacts during construction of the proposed project. TASC consists of representatives from the Traffic Engineering Division of the Department of Parking and Traffic (DPT), the Fire Department, MUNI, and the Planning Department. Thus, impacts related to an applicable transportation circulation system plan or policy would be less than significant.

Air Traffic (5c)

The project site is not located within an airport land use plan area or in the vicinity of a private airstrip. Therefore, this topic is not applicable to the proposed project.

Transportation Hazards (5d)

The proposed project does not include features that would substantially increase traffic-related hazards, including with the proposed design. In addition, as discussed in Section E.1, Land Use and Land Use Planning, under Question 1e, the project does not include incompatible uses. Therefore, transportation hazards due to a design feature would be a less-than-significant impact.

Emergency Access (5e)

The project site has adequate access from public streets. The proposed project would not be expected to affect emergency response times or access to other sites. Emergency vehicles would be able to reach the project site from city streets. Therefore, the project would have a less-than-significant impact on emergency access to the project site itself or any surrounding sites.

Plans and Policies Regarding Transit, Bicycle and Pedestrian Facilities (5f)

Transit Conditions. The project site is well served by transit. The 10 Townsend bus stops at Battery/Broadway southbound and Sansome/Pacific northbound (one block south of the project site), and runs approximately every 20 minutes weekdays and weekends until 8:00 PM. It travels from Van Ness/Pacific to 25th Street/Potrero Avenue via Chinatown, Downtown, the Transbay Terminal, the Caltrain Station, and Potrero Hill. The 12 Folsom bus stops at Sansome/Sacramento, five blocks (0.3 mile) south of the project site, and runs approximately every 20 minutes on weekdays and weekends until 11:30 PM. It travels from Van Ness/Pacific to Mission/24th Street via Chinatown and Downtown. The F Market streetcar stops at Broadway/The Embarcadero, four blocks (0.3 mile) east of the project site, and runs every 8-10 minutes from the Embarcadero

to Market/Castro. Four additional Muni stop near the project site during morning and evening commute hours. [11]

The project would generate approximately 23 transit trips during the p.m. peak hour, which would easily be accommodated by the existing transit system. Thus, the project would not result in significant transit impacts.

Bicycling Conditions. A Class II bike route runs along Broadway in front of the project site. Near the project site are bike lanes along the Embarcadero and Columbus Avenue. Planning Code Section 155.5, Bicycle Parking Required for Residential Uses, requires that residential projects of over 50 dwelling units provide 25 Class I bicycle spaces plus one space for over four dwelling units over 50. Per Section 155.5, the proposed 61-unit project would be required to provide 28 bicycle parking spaces. The proposed project would provide 28 bicycle parking spaces and thus would comply with Planning Code Section 155.5.

Bicycle trips would be relatively limited in number (10 or fewer in the peak hour). It is not anticipated that the proposed project would have an adverse impact on bicycle conditions in the project area. Most bicyclists are expected to continue using the existing bike lanes and routes in the vicinity. Thus bicycle trips would be accommodated by existing conditions, and impacts on bicycle trips would be less than significant.

Pedestrian Conditions. Sidewalks adjacent to the project site have excess capacity as evidenced by the lack of pedestrian crowding or queuing. The proposed project would generate approximately 78 p.m. peak-hour pedestrian trips. The proposed project would not cause a substantial amount of pedestrian and vehicle conflict since there are currently limited pedestrian volumes. Sidewalk widths are sufficient to allow for the free flow of pedestrian traffic. Pedestrian activity would increase as a result of the project, but not to a degree that could not be accommodated on local sidewalks or would result in safety concerns. Thus, impacts on pedestrians would be less than significant.

Plans and Policies. One of the eight Priority Policies added to Planning Code Section 101.1 by Proposition M, the Accountable Planning Initiative, is discouragement of commuter automobiles. In addition, the City's "Transit First" policy, established in the City's Charter Section 16.102, provides that "parking policies for areas well-served by public transit shall be designed to encourage travel by public transportation and alternative transportation." The project site is well-served by transit, and the proposed project contains no on-site parking to encourage automobile use; thus the proposed project would not conflict with adopted policies, plans, or programs supporting alternative transportation, and this impact would be less than significant.

[11] Transit route and frequency information obtained from http://transit.511.org on June 10, 2010.

Cumulative Transportation Impacts

The proposed project would not cause a substantial increase in traffic, in relation to the existing traffic load and capacity of the street system. As reflected in the trip generation explained in Section 5a and 5b, Effects on Existing Traffic and Level of Service, the project would result in a less-than-significant increase in traffic and a less-than-significant contribution to a LOS decline at surrounding intersections. The proposed project would not include any hazardous design features or incompatible uses and would not result in inadequate emergency access to the site itself, or any surrounding sites. The proposed project would not cause a substantial increase in transit demand that could not be accommodated by existing and proposed transit capacity, and alternative travel modes. With the addition of 54 p.m. peak-hour vehicle trips, the proposed project would have a less-than-significant cumulative impact, because it would add a negligible number of p.m. peak-hour vehicle trips to the long-term increase in vehicle traffic in the surrounding street network.

Project construction activities, in combination with other major development in the vicinity of the project area, could temporarily result in cumulative construction-related transportation effects on local or regional roads, but these would not result in permanent cumulatively considerable transportation impacts. As described under Cumulative Projects on p. 21, the project at 717 Battery Street is in the immediate project vicinity but involves mostly interior renovations and fewer construction trips, and the project at 8 Washington is 0.2 miles away, far enough not to result in cumulative transportation-related impacts. The cumulative development in the project area would therefore not be substantial. The proposed project also would not contribute considerably to cumulative transportation impacts related to construction.

Parking Discussion

San Francisco does not consider parking supply as part of the permanent physical environment and therefore does not consider changes in parking conditions to be environmental impacts as defined by CEQA. The San Francisco Planning Department acknowledges, however, that parking conditions may be of interest to the public and the decision makers. Therefore, the parking analysis and discussion are included here for informational purposes.

Parking conditions are not static, as parking supply and demand varies from day to day, from day to night, from month to month, etc. Hence, the availability of parking spaces (or lack thereof) is not a permanent physical condition, but changes over time as people change their modes and patterns of travel. Parking deficits are considered to be social effects, rather than impacts on the physical environment as defined by CEQA.

Under CEQA, a project's social impacts need not be treated as significant impacts on the environment. Environmental documents should, however, address the secondary physical impacts that could be triggered by a social impact (*CEQA Guidelines* Section 15131(a)). The social inconvenience of parking deficits, such as having to hunt for scarce parking spaces, is not an environmental impact, but there may be secondary physical environmental impacts, such as

increased traffic congestion at intersections, air quality impacts, safety impacts, or noise impacts caused by congestion. In the experience of San Francisco transportation planners, however, the absence of a ready supply of parking spaces, combined with available alternatives to auto travel (e.g., transit service, taxis, bicycles or travel by foot) and a relatively dense pattern of urban development, induces many drivers to seek and find alternative parking facilities, shift to other modes of travel, or change their overall travel habits. Any such resulting shifts to transit service in particular would be in keeping with the City's "Transit First" policy. The City's Transit First Policy, established in the City's Charter Section 16.102, provides that "parking policies for areas well served by public transit shall be designed to encourage travel by public transportation and alternative transportation." Alternative transportation, such as transit, bicycle, and pedestrian conditions, are discussed above under Question 5f.

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

The proposed project at 235 Broadway does not contain on-site parking. Planning Code Section 151 requires no off-street parking spaces for dwellings in an affordable housing project as defined by Section 313.1 or 315.1 of the Planning Code; thus, the proposed project complies with Planning Code Section 151.

The project would generate a parking demand of 61 spaces: 48 for residential use and 13 for commercial use throughout the day. Because the proposed project includes no parking, it would result in a parking supply shortfall of 61 spaces relative to estimated demand. With these parking shortfalls, it would be difficult for drivers to find parking in the project area, and there may be impacts to pedestrians, bicycles, and transit caused by double-parking, parking at intersections, or other illegal parking activity. Drivers may use one of the five private parking lots and garages within two blocks of the project site, or may switch to other modes of transportation, such as transit, bicycle, or walking.

Temporary parking demand from construction workers' vehicles and impacts on local intersections from construction worker traffic would occur in proportion to the number of construction workers who would use automobiles. The estimated 30 construction workers would park in existing on-street parking spaces in the project vicinity. Although construction workers may have to circulate on streets in the vicinity of the project site to find available parking, the

anticipated parking deficit would not substantially change the capacity of the existing street system or alter the existing parking conditions in the area.

Topics:		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
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?	☐	☒	☐	☐	☐
b)	Result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐	☐
c)	Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐	☐
d)	Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐	☐
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?	☐	☐	☐	☐	☒
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?	☐	☐	☐	☐	☒
g)	Be substantially affected by existing noise levels?	☐	☐	☒	☐	☐

Expose or Generate Noise During Operation (6a, c, and g)

Exposure of Project Occupants to Noise During Operation. The Environmental Protection Element of the San Francisco General Plan contains Land Use Compatibility Guidelines for Community Noise.[12] These guidelines, which are similar to but differ somewhat from state guidelines promulgated by the Governor's Office of Planning and Research, indicate maximum acceptable noise levels for various newly developed land uses. For residential uses, the maximum "satisfactory" noise level without incorporating noise insulation into a project is 60 dBA (Ldn), while the guidelines indicate that residential development should be discouraged at noise levels above 70 dBA (Ldn).[13,14] Where noise levels exceed 65 dBA, a detailed analysis of noise reduction

12 City and County of San Francisco, Planning Department, San Francisco General Plan, Environmental Protection Element, Policy 11.1.

13 Sound pressure is measured in decibels (dB), with zero dB corresponding roughly to the threshold of human hearing, and 120 dB to 140 dB corresponding to the threshold of pain. Because sound pressure can

requirements will normally be necessary prior to final review and approval, and new construction or development of residential uses will require that noise insulation features included in the design. In addition, Title 24 of the California Code of Regulations establishes uniform noise insulation standards for residential projects.

The San Francisco Noise Traffic Model identifies the project site is as being subject to noise levels of 65 to 75 dBA (Ldn). Compliance with the following mitigation measure would ensure that interior noise levels would be less than significant:

> **Mitigation Measure M-NOI-1 – Noise.** The project sponsor shall conduct a detailed analysis of noise reduction requirements for the proposed buildings. Noise insulation features identified and recommended by the analysis shall be included in the building design, as specified in the *San Francisco General Plan* Land Use Compatibility Guidelines for Community Noise to reduce potential interior noise levels to the maximum extent feasible.

Compliance with Mitigation Measure M-NOI-1 would ensure that effects from exposure to ambient noise would be reduced to less than significant with mitigation incorporated.

Generation of Traffic Noise During Operation. Generally, traffic must double in volume to produce a noticeable increase in average noise levels. Based on the transportation analysis prepared for the project (see Topic 5, Transportation and Circulation, p. 30), traffic volumes would not double on area streets as a result of the proposed project; therefore, the proposed project would not cause a noticeable increase in the ambient noise level in the project vicinity, and this impact would be less than significant.

Generation of Building Noise During Operation. The project would include mechanical equipment that could produce operational noise, such as heating and ventilation systems. These operations would be subject to Section 2909 of the Noise Ordinance. As amended in November 2008, this section establishes a noise limit from mechanical sources, such as building equipment, specified as a certain noise level in excess of the ambient noise level at the property line: for noise generated by residential uses, the limit is 5 dBA in excess of ambient, while for noise generated by commercial and industrial uses, the limit is 8 dBA in excess of ambient and for noise on public property, including streets, the limit is 10 dBA in excess of ambient.[15] In addition, the Noise Ordinance provides for a separate fixed-source noise limit for residential interiors of 45 dBA at night and 55 dBA during the day and evening hours. Compliance with Article 29, Section 2909,

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vary by over one trillion times within the range of human hearing, a logarithmic loudness scale is used to keep sound intensity numbers at a convenient and manageable level. Owing to the variation in sensitivity of the human ear to various frequencies, sound is "weighted" to emphasize frequencies to which the ear is more sensitive, in a method known as A-weighting and expressed in units of A-weighted decibels (dBA).

14 The guidelines are based on maintaining an interior noise level of interior noise standard of 45 dBA, Ldn, as required by the California Noise Insulation Standards in Title 24, Part 2 of the California Code of Regulations.

15 Entertainment venues are also subject to a separate criterion for low-frequency (bass) noise.

would minimize noise from building operations. Therefore, noise effects related to building operation would be less than significant be significant.

Exposure of Groundborne Vibration or Noise During Construction (6b and d)

Excavation and building construction would temporarily increase noise in the project vicinity. Construction equipment would generate noise and possibly vibrations that could be considered an annoyance by occupants of nearby properties. According to the project sponsor, the construction period would last approximately 24 months.

Construction methods would involve drilled piers. At the deepest cut from the existing grades to the bottom of excavation would be a depth of approximately 18 feet. An addition 4-foot depth would occur at the location of the elevator pits. Any shoring would be with drilled piles and tiebacks.

Construction noise is regulated by the San Francisco Noise Ordinance (Article 29 of the Police Code). The ordinance requires that noise levels from individual pieces of construction equipment, other than impact tools, not exceed 80 dBA at a distance of 100 feet from the source. Impact tools (jackhammers, hoerammers, impact wrenches) must have both intake and exhaust muffled to the satisfaction of the Director of Public Works or the Director of Building Inspection. Section 2908 of the Ordinance prohibits construction work between 8:00 p.m. and 7:00 a.m., if noise would exceed the ambient noise level by 5 dBA at the project property line, unless a special permit is authorized by the Director of Public Works or the Director of Building Inspection. The project must comply with regulations set forth in the Noise Ordinance.

The closest sensitive noise receptors to the project site that have the potential to be adversely affected by construction noise are the residences at 150 Broadway, approximately 110 feet from the project site. Construction activities other than pile driving, which would not be employed in project construction, typically generate noise levels no greater than 90 dBA (for instance, for excavation) at 50 feet from the activity, while other activities, such as concrete work, are much less noisy. Closed windows typically can reduce daytime interior noise levels to an acceptable level. Therefore, for nearby sensitive receptors, although construction noise could be annoying at times, it would not be expected to exceed noise levels commonly experienced in an urban environment, and would not be considered significant. In light of the above, noise effects related to construction would be less than significant.

Airport and Airstrip Noise (6e and f)

The project site is not within an airport land use plan area, nor is it in the vicinity of a private airstrip. Therefore, topics 6e and 6f are not applicable.

Cumulative Noise Impacts

Construction activities in the vicinity of the project site, such as excavation, grading, or construction of other buildings in the area, would occur on a temporary and intermittent basis,

similar to the project. Project construction-related noise would not substantially increase ambient noise levels at locations greater than a few hundred feet from the project site. As such, construction noise effects associated with the proposed project are not anticipated to combine with those of the proposed project at 8 Washington Street, which is located about 0.2 miles southeast of the subject property.

Construction noise at 717 Battery Street may combine with construction activities of the proposed project. Despite a possible overlap of construction activities, given that construction noise effects are temporary and intermittent, that all projects would be required to adhere to the City's Noise Ordinance, the project's construction noise effects are not anticipated to be cumulatively considerable.

Localized traffic noise would increase in conjunction with foreseeable residential and commercial growth in the project vicinity, though because neither the proposed project nor the other known projects at 8 Washington and 717 Battery Streets would result in a doubling of traffic volumes, the project would not contribute considerably to cumulative traffic noise increases. Moreover, Title 24 noise insulation standards ensure that the proposed residential units would not be exposed to adverse future noise levels. Therefore, the proposed project would not result in cumulatively considerable noise impacts.

Topics:		*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
7.	**AIR QUALITY—Would the project:**					
a)	Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐	☐
b)	Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☒	☐	☐
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)?	☐	☐	☒	☐	☐
d)	Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐	☐
e)	Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐	☐

Air Quality Plans and Standards and Criteria Pollutants (7a–c)

The purpose of the *Bay Area Air Quality Management District (BAAQMD) CEQA Guidelines* is to assist lead agencies in evaluating air quality impacts of projects and plans proposed in the San

Francisco Bay Area Air Basin. The Guidelines provide procedures for evaluating potential air quality impacts during the environmental review process consistent with CEQA requirements. The BAAQMD recently issued revised Guidelines that supersede the 1999 BAAQMD *CEQA Guidelines*.[16]

According to the BAAQMD, the recently adopted thresholds of significance for criteria air pollutants, GHG emissions, and health risks from new sources emissions are intended to apply to environmental analyses that have begun on or after adoption of the revised CEQA thresholds. Thresholds pertaining to the health risk impacts of sources upon sensitive receptors are intended to apply to environmental analyses begun on or after January 1, 2011. Therefore, the proposed project would be subject to the thresholds identified in the BAAQMD 1999 *CEQA Guidelines*. However, the following discussion addresses the BAAQMD's recently adopted CEQA thresholds of significance.

The BAAQMD 2010 *CEQA Guidelines* notes that the first step in determining the significance of criteria air pollutants and precursors related to project operation and from exhaust during project construction is to compare the attributes of the proposed project with the applicable screening criteria. The purpose of this comparison is to provide a conservative indication of whether construction or operation of the proposed project would result in the generation of criteria air pollutants and/or precursors that exceed the *Guidelines'* thresholds of significance. If all of the screening criteria are met by a proposed project, then the lead agency or applicant does not need to perform a detailed air quality assessment of the project's air pollutant emissions, and construction or operation of the proposed project would result in a less than significant impact to air quality. If the proposed project does not meet all the screening criteria, then project emissions need to be quantified.[17]

The BAAQMD 2010 *CEQA Guidelines* notes that the screening levels are generally representative of new development on greenfield sites without any form of mitigation measures taken into consideration. In addition, the screening criteria do not account for project design features, attributes, or local development requirements that could also result in lower emissions. For projects that are mixed-use, infill, and/or proximate to transit service and local services, emissions would be less than the greenfield type project that these screening criteria are based upon.

The BAAQMD 2010 *CEQA Guidelines* provides two thresholds for construction-period criteria air pollutants: (1) exhaust emissions from construction vehicles, and (2) fugitive dust. Both thresholds are discussed below.

Construction-Period Exhaust Emissions. The BAAQMD 2010 *CEQA Guidelines* provides thresholds of significance for construction-related criteria air pollutant and precursor emissions

16 Bay Area Air Quality Management District (BAAQMD), *California Environmental Quality Act Air Quality Guidelines*, June 2010.

17 *Ibid*, p. 3-1.

from vehicle exhaust. Based on a review of construction-related criteria for, the proposed project would be below the screening level for construction-related criteria air pollutants and precursors.[18] The proposed project would not exceed any of the BAAQMD thresholds of significance; thus, the project would result in a less-than-significant air quality impact related to construction exhaust emissions.

Construction-Period Fugitive Dust Control. Project-related excavation and grading and other construction activities may cause wind-blown dust that could contribute particulate matter into the local atmosphere. Although there are federal standards for air pollutants and implementation of state and regional air quality control plans, air pollutants continue to have impacts on human health throughout the country. California has found that particulate matter exposure can cause health effects at lower levels than national standards. The current health burden of particulate matter demands that, where possible, public agencies take feasible available actions to reduce sources of particulate matter exposure. According to the California Air Resources Board, reducing ambient particulate matter from 1998–2000 levels to natural background concentrations in San Francisco would prevent over 200 premature deaths.

Dust can be an irritant causing watering eyes or irritation to the lungs, nose, and throat. Excavation, grading, and other construction activities can cause wind-blown dust to add to particulate matter in the local atmosphere. Depending on exposure, adverse health effects can occur due to this particulate matter in general and also due to specific contaminants such as lead or asbestos that may be constituents of soil.

For fugitive dust emissions, BAAQMD 2010 *CEQA Guidelines* recommend following the current best management practices approach, which has been a pragmatic and effective approach to the control of fugitive dust emissions. The *Guidelines* note that individual measures have been shown to reduce fugitive dust by anywhere from 30 percent to more than 90 percent and conclude that projects that implement construction best management practices will reduce fugitive dust emissions to a less-than-significant level.[19]

The San Francisco Board of Supervisors approved a series of amendments to the San Francisco Building and Health Codes generally referred hereto as the Construction Dust Control Ordinance (Ordinance 176-08, effective July 30, 2008) with the intent of reducing the quantity of dust generated during site preparation, demolition and construction work in order to protect the health of the general public and of on-site workers, minimize public nuisance complaints, and to avoid orders to stop work by the Department of Building Inspection (DBI).

The Dust Control Ordinance requires that all site preparation work, demolition, or other construction activities within San Francisco that have the potential to create dust or to expose or

[18] *Ibid*, Table 3-1.

[19] *Ibid*, Section 4.2.1.

disturb more than 10 cubic yards or 500 square feet of soil comply with specified dust control measures whether or not the activity requires a permit from DBI. The Director of DBI may waive this requirement for activities on sites less than one half-acre that are unlikely to result in any visible wind-blown dust.

The following regulations and procedures set forth in of Article 22B of the San Francisco Health Code – Construction Dust Control Requirements – contain the BAAQMD-recommended best management practices:

- Water all active construction areas at least twice daily;
- Cover all trucks hauling soil, sand, and other loose materials, or require such trucks to maintain at least 2 feet of freeboard;
- Pave, apply water at a minimum three times daily in dry weather, or apply non-toxic soil stabilizers to all unpaved access roads, parking areas, and staging areas;
- Sweep daily (with water sweepers) all paved access roads, parking areas, and staging areas;
- Sweep streets daily (with water sweepers) if visible soil material is carried onto adjacent public street areas;
- Hydroseed or apply non-toxic soil stabilizers to inactive construction areas (previously graded areas inactive for ten days or more);
- Enclose, cover, water twice daily or apply (non-toxic) soil binders to exposed stockpiles (dirt, sand, etc.);
- Limit traffic speeds on unpaved roads to 15 miles per hour;
- Install sandbags or other erosion control measures to prevent silt runoff to public roadways;
- Replant vegetation in disturbed areas as quickly as possible;
- Install wheel washers for all exiting trucks, or wash off the tires of all trucks and equipment prior to leaving the site;
- Install wind breaks, or plant trees/vegetative wind breaks at windward side(s) of construction areas;
- Suspend excavation and grading activity when winds (instantaneous gusts) exceed 25 mph; and
- Limit the area subject to excavation, grading, and other construction activity at any one time.

Compliance with the Dust Control Ordinance would reduce the project's air quality impacts related to fugitive dust to less than significant.

Operational Air Quality Emissions. For a mid-rise apartment building, the BAAQMD 2010 *CEQA Guidelines* screening level for operational-related criteria air pollutant and precursor screening level is 494 dwelling units. For retail, the screening level is 99,000 sf.[20] The proposed project includes 61 dwelling units and 5,000 sf of retail and thus is well below the screening level that requires a detailed air quality assessment of air pollutant emissions. The project would not result in the generation of operational-related criteria air pollutants and/or precursors that exceed the BAAQMD's thresholds of significance. Operation of the proposed project would therefore result in a less-than-significant impact to air quality from criteria air pollutant and precursor emissions.

Traffic-Related Pollutants (7d)

The San Francisco Department of Public Health (DPH) has issued guidance for the identification and assessment of potential air quality hazards and methods for assessing the associated health risks.[21] Consistent with CARB guidance, DPH has identified that a potential public health hazard for sensitive land uses exists when such uses are located within a 150-meter (approximately 500-foot) radius of any boundary of a project site that experiences 100,000 vehicles per day. To this end, San Francisco added Article 38 of the San Francisco Health Code, approved November 25, 2008, which requires that, for new residential projects of 10 or more units located in proximity to high-traffic roadways, as mapped by DPH, an Air Quality Assessment be prepared to determine whether residents would be exposed to potentially unhealthful levels of PM2.5. Through air quality modeling, an assessment is conducted to determine if the annual average concentration of PM2.5 from the roadway sources would exceed a concentration of 0.2 micrograms per cubic meter (annual average).[22] If this standard is exceeded, the project sponsor must install a filtered air supply system, with high-efficiency filters, designed to remove at least 80 percent of ambient PM2.5 from habitable areas of residential units.

The project site at 235 Broadway is located within the Potential Roadway Exposure Zone, as mapped by DPH. In consultation with DPH, an Air Quality Assessment was prepared. Results of

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20 *Ibid*, Table 3-1.

21 San Francisco Department of Public Health, *Assessment and Mitigation of Air Pollutant Health Effects from Intra-urban Roadways: Guidance for Land Use Planning and Environmental Review*, May 6, 2008, http://www.sfphes.org/publications/Mitigating_Roadway_AQLU_Conflicts.pdf, accessed June 21, 2010.

22 According to DPH, this threshold, or action level, of 0.2 micrograms per cubic meter represents about 8–10 percent of the range of ambient PM2.5 concentrations in San Francisco based on monitoring data, and is based on epidemiological research that indicates that such a concentration can result in an approximately 0.28 percent increase in non-injury mortality, or an increased mortality at a rate of approximately 20 "excess deaths" per year per one million population in San Francisco. "Excess deaths" (also referred to as premature mortality) refer to deaths that occur sooner than otherwise expected, absent the specific condition under evaluation; in this case, exposure to PM2.5. (San Francisco Department of Public Health, Occupational and Environmental Health Section, Program on Health, Equity, and Sustainability, "Assessment and Mitigation of Air Pollutant Health Effects from Intra-urban Roadways: Guidance for Land Use Planning and Environmental Review, May 6, 2008. Twenty excess deaths per million based on San Francisco's non-injury, non-homicide, non-suicide mortality rate of approximately 714 per 100,000. Although San Francisco's population is less than one million, the presentation of excess deaths is commonly given as a rate per million population.)

the assessment indicate that the project site does not exceed a PM2.5 concentration greater than 0.2 micrograms per cubic meter.[23] Thus, the proposed project would result in a less-than-significant impact from exposure of sensitive receptors to high concentrations of traffic-related pollutants.

Odors (7e)

The project would not result in a perceptible increase or change in odors on the project site or in the vicinity of the project, as it would not include uses prone to generation of odors. If the commercial space were to be used as a restaurant, odor control would be implemented through the permitting process for the use. Observation indicates that surrounding land uses are not sources of noticeable odors, and therefore would not adversely affect project residents, and this impact would be less than significant.

Cumulative Air Quality

The proposed project would be generally consistent with the General Plan and air quality management plans such as the *Bay Area 2000 Clean Air Plan*, and the *Bay Area 2005 Ozone Strategy*. Additionally, the General Plan, Planning Code, and the City Charter implement various transportation control measures identified in the City's Transit First Program, bicycle parking regulations, transit development fees, and other actions. Accordingly, the proposed project would not contribute considerably to cumulative air quality impacts; nor would it interfere with implementation of the *Bay Area 2005 Ozone Strategy* or the *2001 Ozone Attainment Plan*, which are the applicable regional air quality plans developed to improve air quality towards attaining the state and federal air quality standards.

With respect to cumulative impacts from criteria air pollutants, BAAQMD's approach to cumulative air quality analysis is that any proposed project that would individually have a significant air quality impact would also be considered to have a significant cumulative air quality impact. The proposed project would result in less-than-significant impacts related to construction air quality emission, operational air quality emissions, project-related motor vehicle emissions, roadway-related exposure to toxic air contaminants, and odors. Therefore, all air quality impacts associated with the proposed project would also be less than significant cumulatively.

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23 Tom Rivard, San Francisco Department of Public Health, email letter to Kim Piechota, Chinatown Community Development Center, re Broadway and Sansome Apartments – Air Quality Assessment, June 14, 2010. This letter is available for public review as part of Case File No. 2008.0797E.

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

Greenhouse Gases

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 (CO_2), methane (CH_4), and nitrous oxide (N_2O) 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 (CO_2E).[24]

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.[25]

The California Air Resources Board (ARB) estimated that in 2006 California produced about 484 million gross metric tons of CO_2E ($MMTCO_2E$), or about 535 million U.S. tons.[26] The ARB found

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24 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.

25 California Climate Change Portal. Frequently Asked Questions About Global Climate Change. Available online at: http://www.climatechange.ca.gov/publications/faqs.html. Accessed March 2, 2010.

26 California Air Resources Board, "California Greenhouse Gas Inventory for 2000-2006— by Category as Defined in the Scoping Plan."

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.[27] 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 $MMTCO_2E$ emitted in 2007.[28] Electricity generation accounts for approximately 16 percent of the Bay Area's GHG emissions followed by residential fuel usage at 7 percent, off-road equipment at 3 percent and agriculture at 1 percent.[29]

Senate Bill 97 (SB 97) requires 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. The Natural Resources Agency adopted OPR's CEQA guidelines on December 30, 2009, amending various sections of the guidelines to provide guidance for analyzing GHG emissions. Specifically, 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. OPR's amendments to the *CEQA Guidelines* have been incorporated into this analysis accordingly.

Project Greenhouse Gas Emissions (8a)

The most common GHGs resulting from human activity are CO_2, CH_4, and N_2O.[30] State law defines GHGs to also include hydrofluorocarbons, perfluorocarbons and sulfur hexafluoride. These latter GHG compounds are usually emitted in industrial processes, and therefore not applicable to the proposed project. The GHG calculation presented in this analysis includes an estimate of emissions from CO_2, N_2O, and CH_4. Individual projects contribute to the cumulative effects of climate change by emitting GHGs during their construction and operational phases.

GHG Emissions During Project Operation. Both direct and indirect GHG emissions are generated by project operations. Operational emissions include GHG emissions from new vehicle trips and area sources (natural gas combustion). Indirect emissions include emissions from electricity providers, energy required to pump, treat, and convey water, and emissions associated with landfill operations.

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http://www.arb.ca.gov/cc/inventory/data/tables/ghg_inventory_scopingplan_2009-03-13.pdf. Accessed March 2, 2010.

27 *Ibid*.

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

29 *Ibid*.

30 Governor's Office of Planning and Research. *Technical Advisory- CEQA and Climate Change: Addressing Climate Change through California Environmental Quality Act (CEQA) Review*. June 19, 2008. Available at the Office of Planning and Research's website at: *http://www.opr.ca.gov/ceqa/pdfs/june08-ceqa.pdf.* Accessed March 3, 2010.

The proposed project would increase the activity on site by adding 61 residential units, 5,000 sf of retail, and 3,000 sf of social service uses to a currently vacant lot. The proposed project would contribute to annual long-term increases in GHGs as a result of increased vehicle trips (mobile sources) and residential operations associated with energy use, water use, wastewater treatment, and solid waste disposal.

During project operation, direct project emissions of carbon dioxide equivalents (including CO_2, NO_x, and CH_4 emissions) include 327 $MTCO_2E$/year from transportation, and 74 $MTCO_2E$/year from heating, for a total of 401 $MTCO_2E$/year of project-emitted GHGs. The project would also indirectly result in GHG emissions from electricity generation at power plants (approximately 105 $MTCO_2E$/year), energy required to convey, pump and treat water and wastewater (approximately 8 $MTCO_2E$/year), and anaerobic decomposition of solid waste disposal at landfills, mostly in the form of methane (approximately 54 $MTCO_2E$/year), for a GHG emissions total of approximately 568 $MTCO_2E$/year. It is anticipated that operation of a project this size would represent less than 0.01 percent of the Bay Area's GHGs emitted in 2007.[31] Thus, operation of the proposed project would therefore result in a less-than-significant impact on global climate change.

GHG Emissions During Project Construction. According to the BAAQMD, the recently adopted thresholds of significance for criteria air pollutants, GHG emissions, and health risks from new sources emissions are intended to apply to environmental analyses that have begun on or after adoption of the revised CEQA thresholds. Thresholds pertaining to the health risk impacts of sources upon sensitive receptors are intended to apply to environmental analyses begun on or after January 1, 2011. Therefore, the proposed project would be subject to the thresholds identified in BAAQMD 1999 *CEQA Guidelines*. However, the following discussion addresses the BAAQMD's recently adopted CEQA thresholds of significance.

The BAAQMD does not have an adopted threshold of significance for construction-related GHG emissions, but the *Guidelines* recommends that lead agency quantify and disclose GHG emissions that would occur during construction.[32] The proposed project is expected to generate 543 carbon dioxide equivalents ($MTCO_2E$) over an approximately 24-month construction period.[33] It is anticipated that construction of a project of this size would represent less than 0.01 percent of the

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[31] BAAQMD, *Source Inventory of Bay Area Greenhouse Gas Emissions.* Updated: February 2010. 939 Ellis Street, San Francisco, CA 94109. The BAAQMD reported regional Bay Area GHGs emissions in 2007 at approximately 95.8 $MMTCO_2E$. Bay Area 2007 GHG emissions are used as the baseline for determining whether a project's contributions are significant as these are the most recent emissions inventory for the Bay Area.

[32] BAAQMD, *CEQA 2010 Air Quality Guidelines,* Section 2.6.2.

[33] Construction emissions and annual emissions are not intended to be additive as they occur at different points in the project's lifecycle. Construction emissions are one-time emissions that occur prior to building occupancy. Annual emissions are incurred only after construction of the proposed project and are expected to occur annually for the life of the project.

Bay Area's GHGs emitted in 2007.[34] Thus, project construction would result in a less-than-significant impact on global climate change.

Project's Compliance with Local GHG Regulations. The GHG estimate above does not include emission reductions from compliance with the City's regulations that would reduce the project's GHG emissions. Specifically, the proposed project would comply with the following City regulations that would reduce the project's GHG emissions:

- **Stormwater Management**. The project must meet the "Best Management Practices" and "Stormwater Design Guidelines" of the San Francisco Public Utilities Commission, and must meet or exceed applicable LEED SS 6.1 and 6.2 guidelines (Building Code Section 1304C.0.3). These guidelines emphasize low impact development using a variety of best management practices for treating stormwater runoff and reducing impervious surfaces.
- **Solid Waste**. The project would be required to provide areas for recycling, composting and trash storage, collection and loading that is convenient for all users to separate those three material streams, and must provide space to accommodate a sufficient quantity and type of containers to be compatible with current methods of collection (Building Code Section 1304C.0.4).
- **Use of Low-Emitting Materials**. The project sponsor must submit documentation to verify the use of low-emitting materials for adhesives, sealants, paints, coatings, and carpets, as applicable (LEED credits IEQ4.1, IEQ4.2, and IEQ4.3) (Building Code Section 1304C.3.2.2).
- **Water Conservation**. require projects to meet the following minimum standards: (1) all showerheads have a maximum flow of 2.5 gallons per minute, (2) all showers have no more than one showerhead per valve, (3) all faucets and faucet aerators have a maximum flow rate of 2.2 gallons per minute, (4) all toilets have a maximum rated water consumption of 1.6 gallons per flush, (5) all urinals have a maximum flow rate of 1.0 gallons per flush, and (6) all water leaks have been repaired (Building Code Chapter 13A and Housing Code Chapter 12A).

San Francisco has been actively pursuing cleaner energy, alternative transportation, and solid waste policies, many of which have been codified into the regulations listed above. In an independent review of San Francisco's community-wide emissions it was reported that San Francisco has achieved a 5 percent reduction in community-wide GHG emissions below the Kyoto Protocol 1990 baseline levels. The 1997 Kyoto Protocol sets a greenhouse gas reduction target of 7 percent below 1990 levels by 2012. The "community-wide inventory" includes

[34] BAAQMD, *Source Inventory of Bay Area Greenhouse Gas Emissions.* Updated: February 2010. The BAAQMD reported regional Bay Area GHG emissions in 2007 at approximately 95.8 $MMTCO_2E$. Bay Area 2007 GHG emissions are used as the baseline for determining whether a project's contributions are significant as these are the most recent emissions inventory for the Bay Area.

greenhouse gas emissions generated by San Francisco by residents, businesses, and commuters, as well as municipal operations. The inventory also includes emissions from both transportation and building energy sources.[35]

As infill development, the proposed project would be constructed in an urban area with good transit access, reducing regional vehicle trips and vehicle miles traveled. Additionally, compliance with the City's regulations, as discussed above, would reduce the project's overall GHG emissions. Given that San Francisco has implemented binding and enforceable programs to reduce GHG emissions applicable to the proposed project and that San Francisco's sustainable policies have resulted in the measured success of reduced GHG emissions levels, the proposed project's GHG emissions would result in a less-than-significant impact.

Consistency with Applicable Plans (8b)

Both the State and the City of San Francisco have adopted programs for reducing greenhouse gas emissions, as discussed below.

Assembly Bill 32. 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 the 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, the 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.[36] The Scoping Plan estimates a reduction of 174 million metric tons of CO_2E ($MMTCO_2E$) (about 191 million U.S. tons) from the transportation, energy, agriculture, forestry, and high global warming potential sectors (see Table 3, below). The ARB has identified an implementation timeline for the GHG reduction strategies in the Scoping Plan.[37] 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).

35 IFC International, *City and County of San Francisco: Community GHG Inventory Review*. August 1, 2008. Prepared for City and County of San Francisco, Department of the Environment.

36 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.

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

Table 3 – GHG Reductions from the AB 32 Scoping Plan

Reduction Measures	GHG Reductions (MMT CO_2E)
Reduction Measures By Sector	
Transportation	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 reduction measures	4.8
Green buildings measures	26
High recycling/zero waste measures: commercial recycling, composting, anaerobic digestion, extended producer responsibility, and environmentally preferable purchasing	9
Total	**42.8-43.8**

Source: ARB, California's Climate Plan: Fact Sheet, "Balanced and Comprehensive Mix of Measures."

AB 32 also anticipates that local government actions will result in reduced GHG emissions. The 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. This is 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 that would achieve GHG emission reduction targets set by the 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 regional transportation plan would be its first plan subject to SB 375.

City and County of San Francisco GHG Reduction Strategy. In addition to the State's GHG reduction strategy (AB 32), the City has developed its own strategy to address greenhouse gas emissions on a local level. The vision of the strategy is expressed in the City's Climate Action Plan, however implementation of the strategy is appropriately articulated within other citywide plans (General Plan, Sustainability Plan, etc.), policies (Transit-First Policy, Precautionary Principle Policy, etc.), and regulations (Green Building Ordinance, etc.). The following plans, policies, and regulations highlight some of the main components of San Francisco's GHG reduction strategy.

Overall GHG Reduction Sector

San Francisco Sustainability Plan. In July 1997 the Board of Supervisors approved the Sustainability Plan for the City of San Francisco establishing sustainable development as a fundamental goal of municipal public policy.

The Climate Action Plan for San Francisco. In February 2002, the San Francisco Board of Supervisors passed the Greenhouse Gas Emissions Reduction Resolution (Number 158-02) committing the City and County of San Francisco to a GHG emissions reduction goal of 20 percent below 1990 levels by the year 2012. In September 2004, the San Francisco Department of the Environment and the Public Utilities Commission published the *Climate Action Plan for San Francisco: Local Actions to Reduce Greenhouse Emissions*.[38] The Climate Action Plan provides the context of climate change in San Francisco and examines strategies to meet the 20 percent GHG reduction target. Although the Board of Supervisors has not formally committed the City to perform the actions addressed in the Plan, and many of the actions require further development and commitment of resources, the Plan serves as a blueprint for GHG emission reductions, and several actions have been implemented or are now in progress.

Greenhouse Gas Reduction Ordinance. In May 2008, the City of San Francisco adopted an ordinance amending the San Francisco Environment Code to establish City GHG emission targets and departmental action plans, to authorize the Department of the Environment to coordinate efforts to meet these targets, and to make environmental findings. The ordinance establishes the following GHG emission reduction limits for San Francisco and the target dates to achieve them:

- Determine 1990 City GHG emissions by 2008, 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 ordinance also specifies requirements for City departments to prepare departmental Climate Action Plans that assess, and report to the Department of the Environment, GHG emissions associated with their department's activities and activities regulated by them, and prepare recommendations to reduce emissions. As part of this, the San Francisco Planning Department is required to: (1) update and amend the City's applicable *General Plan* elements to include the emissions reduction limits set forth in this ordinance and policies to achieve those targets; (2) consider a project's impact on the City's GHG reduction limits specified in this ordinance as part of its review under CEQA; and (3) work with other City departments to enhance the "transit first" policy to encourage a shift to sustainable modes of transportation thereby reducing emissions and helping to achieve the targets set forth by this ordinance.

Transportation Sector

Transit First Policy. In 1973 San Francisco instituted the Transit First Policy (Article 8A, Section 8A.115. of the City Charter) with the goal of reducing the City's reliance on freeways and meeting transportation needs by emphasizing mass transportation. The Transit First Policy gives priority to public transit investments; adopts street capacity and parking policies to discourage increased automobile traffic; and encourages the use of transit, bicycling and walking rather than use of single-occupant vehicles.

[38] San Francisco Department of the Environment and San Francisco Public Utilities Commission, *Climate Action Plan for San Francisco, Local Actions to Reduce Greenhouse Emissions,* September 2004.

San Francisco Municipal Transportation Agency's Zero Emissions 2020 Plan. The SFMTA's Zero Emissions 2020 plan focuses on the purchase of cleaner transit buses including hybrid diesel-electric buses. Under this plan hybrid buses will replace the oldest diesel buses, some dating back to 1988. The hybrid buses emit 95 percent less particulate matter (PM, or soot) than the buses they replace, they produce 40 percent less oxides of nitrogen (NOx), and they reduce GHGs by 30 percent.

San Francisco Municipal Transportation Agency's Climate Action Plan. In November 2007 voters passed Proposition A, requiring the SFMTA to develop a plan to reach a 20 percent GHG reduction below 1990 levels by 2012 for the City's entire transportation sector, not merely in the SFMTA's internal operations. SFMTA has prepared a *Draft Climate Action Plan* outlining measures needed to achieve these targets.

Commuter Benefit Ordinance. The Commuter Benefit Ordinance (Environment Code, Section 421), effective January 19, 2009, requires all employers in San Francisco that have 20 or more employees to offer one of the following benefits: (1) A Pre-tax Transit Benefit, (2) Employer Paid Transit Benefits, or (3) Employer Provided Transit.

The City's Planning Code reflects the latest smart growth policies and includes: electric vehicle refueling stations in city parking garages, bicycle storage facilities for commercial and office buildings, and zoning that is supportive of high density mixed-use infill development. The City's more recent area plans, such as Rincon Hill and the Market and Octavia Area Plan, provide transit-oriented development policies. At the same time there is also a community-wide focus on ensuring San Francisco's neighborhoods as "livable" neighborhoods, including the Better Streets Plan that would improve San Francisco's streetscape, the Transit Effectiveness Plan, that aims to improve transit service, and the Bicycle Plan, all of which promote alternative transportation options.

Renewable Energy

The Electricity Resource Plan (Revised December 2002). San Francisco adopted the Electricity Resource Plan to help address growing environmental health concerns in San Francisco's southeast community, home of two power plants. The plan presents a framework for assuring a reliable, affordable, and renewable source of energy for the future of San Francisco.

Go Solar SF. On July 1, 2008, the San Francisco Public Utilities Commission (SFPUC) launched their "GoSolarSF" program to San Francisco's businesses and residents, offering incentives in the form of a rebate program that could pay for approximately half the cost of installation of a solar power system, and more to those qualifying as low-income residents. The San Francisco Planning Department and Department of Building Inspection have also developed a streamlining process for Solar Photovoltaic (PV) Permits and priority permitting mechanisms for projects pursuing LEED® Gold Certification.

Green Building

LEED® Silver for Municipal Buildings. In 2004, the City amended Chapter 7 of the Environment code, requiring all new municipal construction and major renovation projects to achieve LEED® Silver Certification from the US Green Building Council.

City of San Francisco's Green Building Ordinance. On August 4, 2008, Mayor Gavin Newsom signed into law San Francisco's Green Building Ordinance for newly constructed residential and commercial buildings and renovations to existing buildings. The ordinance specifically requires newly constructed commercial buildings over 5,000 square feet (sq. ft.), residential buildings over 75 feet in height, and renovations on buildings over 25,000 sq. ft. to be subject to an unprecedented level of LEED® and green building certifications, which makes San Francisco the city with the most stringent green building requirements in the nation. Cumulative benefits of this ordinance includes reducing CO2 emissions by 60,000 tons, saving 220,000 megawatt hours of power, saving 100 million gallons of drinking water, reducing waste and stormwater by 90 million gallons of water, reducing construction and demolition waste by 700 million pounds, increasing the valuations of recycled materials by $200 million, reducing automobile trips by 540,000, and increasing green power generation by 37,000 megawatt hours.[39]

Waste Reduction

Zero Waste. In 2004, the City of San Francisco committed to a goal of diverting 75 percent of its' waste from landfills by 2010, with the ultimate goal of zero waste by 2020. San Francisco currently recovers 72 percent of discarded material.

[39] These findings are contained within the final Green Building Ordinance, signed by the Mayor August 4, 2008.

Construction and Demolition Debris Recovery Ordinance. In 2006 the City of San Francisco adopted Ordinance No. 27-06, requiring all construction and demolition debris to be transported to a registered facility that can divert a minimum of 65 percent of the material from landfills. This ordinance applies to all construction, demolition, and remodeling projects within the City.

Universal Recycling and Composting Ordinance. Signed into law on June 23, 2009, this ordinance requires all residential and commercial building owners to sign up for recycling and composting services. Any property owner or manager who fails to maintain and pay for adequate trash, recycling, and composting service is subject to liens, fines, and other fees.

The City has also passed ordinances to reduce waste from retail and commercial operations. Ordinance 295-06, the Food Waste Reduction Ordinance, prohibits the use of polystyrene foam disposable food service ware and requires biodegradable/compostable or recyclable food service ware by restaurants, retail food vendors, City Departments, and City contractors. Ordinance 81-07, the Plastic Bag Reduction Ordinance, requires many stores located within the City and County of San Francisco to use compostable plastic, recyclable paper and/or reusable checkout bags.

AB 32 contains a comprehensive approach for developing regulations to reduce statewide GHG emissions. The ARB acknowledges that decisions on how land is used will have large effects on the GHG emissions that will result from the transportation, housing, industry, forestry, water, agriculture, electricity, and natural gas sectors. Many of the measures in the Scoping Plan—such as implementation of increased fuel efficiency for vehicles (the "Pavley" standards), increased efficiency in utility operations, and development of more renewable energy sources—require statewide action by government, industry, or both.

Some of the Scoping Plan measures are at least partially applicable to development projects, such as increasing energy efficiency in new construction, installation of solar panels on individual building roofs, and a "green building" strategy. As evidenced above, the City has already implemented several of these measures that require local government action, such as the Green Building Ordinance, a zero waste strategy, the Construction and Demolition Debris Recovery Ordinance, and a solar energy generation subsidy program, to realize meaningful reductions in GHG emissions. These programs (and others not listed) collectively comprise San Francisco's GHG reduction strategy and continue San Francisco's efforts to reduce the City's greenhouse gas emissions to 20 percent below 1990 levels by the year 2012, a goal outlined in the City's 2004 Climate Action Plan. The City's GHG reduction strategy also furthers the State's efforts to reduce statewide GHG emissions as mandated by AB 32.

The proposed project would be required to comply with GHG reduction regulations as discussed above, as well as applicable AB 32 Scoping Plan measures that are ultimately adopted and become effective during implementation of proposed project. Given that the City has adopted numerous GHG reduction strategies recommended in the AB 32 Scoping Plan; that the City's GHG reduction strategy includes binding, enforceable measures to be applied to development projects, such as the proposed project; and that the City's GHG reduction strategy has produced measurable reductions in GHG emissions, the proposed project would not conflict with either the state or local GHG reduction strategies. In addition, the proposed project would not conflict with any plans, policies, or regulations adopted for the purpose of reducing GHG emissions.

Therefore, the proposed project would have a less-than-significant impact with respect to GHG emissions.

Cumulative Greenhouse Gas Emissions

As discussed above, the project would be consistent with state and local plans and regulations that address the project's GHG emissions; thus, it can be presumed that the project would result in less-than-significant cumulatively considerable GHG emission impacts.

Topics:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
9. WIND AND SHADOW—Would the project:					
a) Alter wind in a manner that substantially affects public areas?	☐	☐	☒	☐	☐
b) Create new shadow in a manner that substantially affects outdoor recreation facilities or other public areas?	☐	☐	☒	☐	☐

Wind (9a)

Large buildings can redirect wind flows around and down to street level, resulting in increased wind speed and turbulence at street level. To provide a comfortable wind environment, the City established comfort criteria for evaluation of proposed buildings.[40] The pedestrian comfort criteria are based on pedestrian-level wind speeds, which include the effects of turbulence. These adjusted wind speeds are referred to as "equivalent wind speeds." The Planning Code establishes an equivalent wind speed of 7 miles per hour in seating areas and 11 miles per hour in areas of substantial pedestrian use as comfort criteria. New buildings and new additions to buildings may not cause ground-level winds to exceed these levels more than 10 percent of the time year-round between 7:00 a.m. and 6:00 p.m. If existing wind speeds exceed the comfort level, new buildings and additions must be designed to reduce ambient wind speeds to meet these requirements. An exception to this requirement may be permitted but only if and to the extent that the project sponsor demonstrates that the building or addition cannot be shaped or wind-baffling measures cannot be adopted without unduly restricting the development potential of the building site in question. The Planning Code also establishes hazard criterion at an equivalent wind speed of 26 miles per hour for a single full hour per year. No building or additions to buildings would be permitted that would cause wind speeds to exceed the hazard level for more than one hour of any year.

Wind impacts are generally caused by large building masses extending substantially above neighboring buildings, and by buildings oriented such that a new large wall catches a prevailing

[40] The Planning Code specifically outlines these criteria for several districts within the city. For CEQA purposes, the provisions of Section 148 apply citywide, as described here.

wind, particularly if such a wall includes little or no articulation. While the proposed 65-foot-tall eight-story building[41] would be taller than neighboring buildings, which range from three to eight stories, it would not be substantially taller than these buildings or oriented differently than existing buildings on the block. Accordingly, the proposed project would not result in substantial adverse effects on ground level winds, and wind impacts would be less than significant.

Shadow (9b)

The proposed project would be 65 feet in height. Section 295 of the Planning Code was adopted in response to Proposition K (passed in November 1984) to protect certain public open spaces (under Recreation and Park jurisdiction) from shadowing by new structures during the period between one hour after sunrise and one hour before sunset, year round. Section 295 restricts new shadow upon public spaces under the jurisdiction of the Recreation and Park Department by any structure exceeding 40 feet unless the Planning Commission finds the impact to be insignificant. To determine whether this project would conform to Section 295, a shadow fan analysis was prepared by the Planning Department.[42] The analysis determined that the project would not shade any properties subject to Section 295.

Section 295 does not provide protection of sunlight for non-Recreation and Park properties or private properties. One block to the east and one block to the south of 235 Broadway is a 1.7-acre, one-square-block open space parcel, Sydney G. Walton Square, located in the Golden Gateway Center between Front Street, Pacific Avenue, Bridge Way Plaza, and Jackson Street. The proposed project would not cast a shadow on Sydney G. Walton Square.[43]

Although the new building would shade some adjacent properties, streets, and sidewalks, it would not increase the total amount of shading in the neighborhood above levels that are common and generally accepted in urban areas. Thus, the proposed project would result in less-than-significant shadow impacts.

Cumulative Wind and Shadow Impacts

The two cumulative projects described on p. 21 would not combine with the proposed project to result in cumulatively considerable wind impacts or new shading effects on public open spaces. 8 Washington Street is 0.2 miles away and thus too far to combine cumulatively, and 717 Battery Street primarily involves interior building modifications. Thus, cumulative wind and shadow impacts would be less than significant.

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41 The building would rise six levels (65 feet) above Battery Street and six levels (65 feet) above Sansome Street. Due to the approximate 23-foot rise in elevation from Battery Street to Sansome Street, the building would have eight levels.

42 San Francisco Planning Department, *Case No. 2008.0797K - Shadow Analysis, 235 Broadway*, August 21, 2008. This document is available for public review as part of Case File No. 2007.1335E.

43 Aaron Hollister, San Francisco Planning Department, email correspondence re 235 Broadway – shadow, May 25, 2010. This correspondence is available for public review as part of Case File No. 2007.1335E.

Topics:		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
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?	☐	☐	☒	☐	☐
b)	Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	☐	☐	☒	☐	☐
c)	Physically degrade existing recreational resources?	☐	☐	☒	☐	☐

Recreation (10a, b, and c)

The Recreation and Open Space Element of the San Francisco General Plan identifies the project area as being within an acceptable walking distance of parks and public open spaces.[44] Nearby parks include Portsmouth Square in Chinatown (0.4 mile), Washington Square Park in North Beach (0.5 mile), and Pioneer Park on Telegraph Hill (0.5 mile). In addition, nearby publicly accessible private open spaces include Sydney G. Walton Park in the Golden Gateway Center (0.2 mile), Maritime Plaza (0.2 mile), Transamerica Redwood Park (0.3 mile), and Embarcadero Plaza (0.4 mile).

Based on a population estimate that assumes 1.5 persons per studio, 2 persons per one-bedroom unit, 2.5 persons per two-bedroom unit, and 4 persons per three-bedroom unit, the proposed project would add 180 residents to the existing census tract population of 2,278,[45] an increase of 8 percent. Although the proposed project would be expected to generate additional demand for recreational facilities, its contribution to this need would not be substantial or in excess of amounts expected and provided for in the area and the City as a whole. The proposed project would also provide 5,674 sf of open space on the building's seventh and eighth levels, including a playground. The proposed project would not result in a substantial physical deterioration of existing parks and recreational resources, require the expansion of recreational facilities, or physically degrade existing recreational resources. Thus, the impact on recreational facilities would be less than significant.

Cumulative Recreation Impacts

Combined with the proposed projects at 8 Washington Street and 717 Battery Street (see p. 21), the proposed project would not substantially increase recreational use in the project vicinity.

44 San Francisco General Plan Recreation and Open Space Element, Map 2.

45 U.S. Census Bureau, Census 2000, American Fact Finder data for Census Tract 105, San Francisco County, California, accessed November 12, 2008.

Compliance with Planning Code open space requirements would ensure future impacts to recreation resources from cumulative development would not be cumulatively considerable. Thus, proposed project would result in less-than-significant cumulative impacts on recreational resources.

Topics:		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
11.	**UTILITIES AND SERVICE SYSTEMS—Would the project:**					
a)	Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☒	☐	☐
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?	☐	☐	☒	☐	☐
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?	☐	☐	☒	☐	☐
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?	☐	☐	☒	☐	☐
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?	☐	☐	☒	☐	☐
f)	Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☒	☐	☐
g)	Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☒	☐	☐

The project site is served by existing utilities and public services including wastewater collection and transfer, stormwater drainage, solid waste collection and disposal facilities.

Wastewater/Stormwater (11a–c)

Project-related wastewater and stormwater would flow to the City's combined stormwater and sewer system and would be treated to standards contained in the City's National Pollutant Discharge Elimination System (NPDES) Permit for the Southeast Water Pollution Control Plant prior to discharge into the Bay. Because the NPDES standards are set and regulated by the Bay Area Regional Water Quality Control Board (RWQCB), the project would not conflict with RWQCB requirements. The project would not require substantial expansion of wastewater/stormwater treatment facilities or an extension of a sewer trunk line as the site is

currently served by existing facilities. As no new wastewater/stormwater infrastructure would be required to serve the project, the project's wastewater/stormwater impacts would be less than significant.

Water Supply (11d)

The proposed project would incrementally increase the demand for water in San Francisco. The new construction would be required to incorporate water-conserving measures, such as low-flush toilets and urinals, in compliance with California State Building Code Section 402.0(c). Sufficient growth to accommodate the proposed project's residential population was assumed in the SFPUC's 2005 Urban Water Management Plan (UWMP) and an adequate water supply would be available for the proposed project.[46] Thus, project impacts on water supply would be less than significant.

Solid Waste (11f and g)

Solid waste generated in San Francisco is transported to and disposed of at the Altamont Landfill. The landfill has a permitted peak maximum daily disposal of 11,150 tons per day and is currently operating at approximately 4,000 to 5,000 tons per day. The landfill has an annual solid waste capacity of 2,226,500 tons from the City of San Francisco. However, the City is well below its allowed capacity, generating approximately 550,000 tons of solid waste in 2005.

Recycling, composting, and waste reduction efforts are expected to increasingly divert waste from the landfill. The City Board of Supervisors adopted a plan in 2002 to recycle 75 percent of annual wastes generated by 2010. The project's residents and employees would be expected to participate in the City's recycling and composting programs and other efforts to reduce the solid waste disposal stream. The Altamont Landfill is expected to remain operational for 20 or more years, and has current plans to increase capacity by adding 250 additional acres of fill area. With the City's increase in recycling efforts and the Altamont Landfill expansion, the City's solid waste disposal demand could be met through at least 2026. Given the existing and anticipated increase in solid waste recycling and the proposed landfill expansion in size and capacity, the impacts on solid waste facilities from the project would be less than significant.

Cumulative Utilities and Service Systems Impacts

As no new wastewater/stormwater infrastructure would be required to serve the project, a less-than-significant impact would result from the project's construction. The project would be within the projected population growth for the City of San Francisco and would therefore not exceed the UWMP's water supply projections. Since the proposed water demand could be accommodated by existing and anticipated sources under the UWMP, and would include water conservation devices, it would not result in a substantial increase in water use and could be

46 The SFPUC's 2005 Urban Water Management Plan is based on data presented in the Association of Bay Area Government's *Projections 2002: Forecasts for the San Francisco Bay Area to the Year 2025*, which includes all known or expected development projects in San Francisco through the Year 2025.

served from existing water supply entitlements and resources. The impacts on solid waste facilities related to the development of the project would be less than significant given the adequate existing and anticipated increase in solid waste recycling and the proposed landfill expansion capacity.

Cumulative development in the project area, including projects at 8 Washington Street and 717 Battery Street (see p. 21) would incrementally increase demand on Citywide utilities and service systems. Given that the City's existing service management plans address anticipated growth in the region, the project in combination with other cumulative projects, would not be expected to have cumulatively considerable impacts on utility service provision or facilities under future conditions. The project would result in less-than-significant cumulative impacts related to utilities and service systems.

Topics:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
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?	☐	☐	☒	☐	☐

Governmental Facilities and Services (12a)

The project site is within an urban area that is currently served by public services. The following discussion addresses potential impacts on fire protection, police protection, and school services. Impacts on parks are addressed under Question 9, above.

Fire Protection**.** The project would add 61 residences and 5,000 sf of retail and thus would increase the demand for fire protection services within the project area. The project area is served by Station 13 (at 530 Sansome Street) of the San Francisco Fire Department (SFFD). Traffic delays and added call volume may result for the SFFD, due to cumulative development in the project area; however, the SFFD is able to minimize potential impacts by shifting primary response duties to other nearby fire stations. The project would potentially result in an increase in service calls; however, the increase would not likely be substantial in light of the existing demand and capacity for fire suppression and emergency medical services in the City.

The project would be required to comply with all regulations of the 2001 California Fire Code, which establishes requirements pertaining to fire protection systems, including the provision of state-mandated smoke alarms, fire extinguishers, appropriate building access, and emergency response notification systems. Project construction would be required to conform to the provisions of the Building and Fire Codes. The proposed project would also not create the need for new fire protection facilities that would result in impacts to the physical environment. Overall, the proposed project would result in less-than-significant impacts related to fire protection services.

Police Protection Services**.** Development of the project would bring 180 new residents and 14 employees to the project area. This increased intensity of uses could potentially increase the service calls to the San Francisco Police Department (SFPD) and could require increased crime prevention activities and additional policing of the project area. The project site is in the jurisdiction of the Central Police Station, located at 766 Vallejo Street, approximately a half mile from the project site.[47] No new stations are proposed in the project vicinity; however, the SFPD has sufficient resources to accommodate a project of this size. Given the overall scale of the proposed project, it would not necessitate the construction of a new police station. Overall, the project would have a less-than-significant impact on police protection services.

Schools**.** Four elementary schools are within one mile of the project site: John Yehal Chin Elementary School at 350 Broadway (1 block); the Chinese Education Center at 657 Merchant Street (0.4 mile); Garfield Elementary School at 420 Filbert Street (0.5 mile); and Jean Parker Elementary School at 840 Broadway Street (0.5 mile). The nearest middle and high schools are Francisco Middle School at 2190 Powell Street (0.9 mile) and Galileo High School at 1150 Francisco Street (1.5 miles). The proposed project's residents of the 43 two- and three-bedroom units would likely include children who would attend the local public schools.

In the last decade, overall SFUSD enrollment has gradually declined. The decline stopped in the fall of 2008, when kindergarten enrollments began to increase, reflecting a growth in birth rates five years earlier. SFUSD projections indicate that elementary enrollment will continue to grow.[48] The number of elementary school students will eventually rise from 25,000 students in 2008 to 27,600 in 2013, representing an 11 percent increase in five years. After a slight decline in 2009 and 2010, middle school enrollment will increase again. However, in 2013 it will still stand below current enrollment (at 11,640 compared with 11,816 in 2008). High school enrollment will experience a continuous decline over the next five years, from 19,696 students in 2008 to 18,396 in 2013. District-wide enrollment in the fall of 2008 was 55,272. SFUSD is adopting a new student assignment policy to manage the projected growth in students. An increase in students associated

47 San Francisco Police Department website: http://sf-police.org/. Accessed May 24, 2010.

48 San Francisco Unified School District, Capital Plan FY 2010-2019, September 2009. Available at http://portal.sfusd.edu/data/facilities/FINAL%20APPROVED%20CAPITAL%20PLAN%202010-2019%20Oct%2027%202009.pdf. Accessed May 24, 2010.

with the proposed project would not substantially change the demand for schools, and no new facilities are expected to be needed to accommodate the students. The proposed project would thus result in a less-than-significant impact on schools.

Cumulative Public Services Impacts

Cumulative development in the project area, including the proposed mixed-use development at 8 Washington Street, would incrementally increase demand for public services, including police, fire protection and schools, but not beyond levels anticipated and planned for by public service providers. Thus, project-related impacts to public services would not contribute to cumulatively considerable impacts related to public services.

Topics:		*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
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?	☐	☐	☐	☒	☐
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?	☐	☐	☐	☒	☐
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?	☐	☐	☐	☐	☒
d)	Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	☒	☐
e)	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☒	☐	☐
f)	Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒	☐

Animal and Plant Species (13a–d)

The area immediately surrounding the project site is a densely developed urban neighborhood comprised primarily of residential and commercial buildings. The eastern half of the project site is a paved parking lot and the western half is an undeveloped lot containing low-growing vegetation and seven trees, discussed below. Given the conditions present on the project site and in the area, the proposed project would not affect a rare or endangered plant or animal species or habitat, riparian habitat or sensitive natural communities, or wetlands. For similar reasons, the proposed project would not interfere with wildlife movement or impede the use of nursery sites. Therefore, the proposed project would not have an impact on these resources.

Tree Protection (13e)

The Planning Department, Department of Building Inspection (DBI), and Department of Public Works (DPW) have established guidelines to ensure that legislation adopted by the Board of Supervisors governing the protection of trees, including street trees, is implemented. DPW Code Section 8.02-8.11 requires disclosure and protection of Landmark, Significant, and street trees, collectively known as "protected trees" located on private and public property.

The project site contains seven 20- to 25-foot-tall trees on the property – five Karo trees (*Pittosporum crassifolium*) and two red-flowering gum eucalyptus (*Eucalyptus ficifolia*). Approximately five years ago, sidewalks were widened in front of the project site and 13 street trees were planted as part of the Broadway Streetscape Improvement Project. The street trees (three London plane trees and eight European hornbeam trees) range from approximately 9 to 12 feet in height.

The project would require the removal of the seven trees on the project site. The trees on the subject property are not Significant Trees as defined by the San Francisco Public Works Code.[49] Any street trees that are damaged during project construction would be replaced in conformance with Planning Code and the Public Works Code, which requires the installation a minimum of one tree for each 20 feet of frontage of the property along each street or alley.

Given the above, the proposed project would not conflict with the local tree preservation ordinance, or with any local policies or ordinances protecting trees. For the reasons noted above, the proposed project would not conflict with any other local policies or ordinances protecting biological resources, and impacts related to tree protection would be less than significant.

Habitat Conservation (13f)

There are no adopted habitat conservation plans that include the project site or vicinity; therefore, there would be no impact on a habitat conservation area.

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[49] San Francisco Public Works Code Article 16 Section 810A(a)(2) and (3) defines a significant tree as a tree on privately owned property with any portion of its trunk within 10 feet of the public right-of-way, and that satisfies at least one of the following criteria: (a) a diameter at breast height in excess of 12 inches, (b) a height in excess of 20 feet, or (c) a canopy in excess of 15 feet.

Cumulative Biological Resources Impacts

As described above, the project would have a less-than-significant impact on biological resources. Subsequently, cumulative development in the project vicinity would not combine with the project to impact biological resources.

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
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.)	☐	☐	☒	☐	☐
ii) Strong seismic ground shaking?	☐	☐	☒	☐	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐	☐
iv) Landslides?	☐	☐	☒	☐	☐
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐	☐
c) Be located on geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	☐	☒	☐	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code, creating substantial risks to life or property?	☐	☐	☐	☒	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☐	☒
f) Change substantially the topography or any unique geologic or physical features of the site?	☐	☐	☐	☒	☐

Seismic and Geologic Hazards (14a and c)

A geotechnical investigation conducted for the proposed project determined that geologic hazards at the project site appear to consist of the potential for strong ground shaking. Practically all structures within the San Francisco Bay Area will experience similar shaking effects during a moderate to strong earthquake. Assuming that a significant portion of the on-site undocumented

fill materials would be removed, the potential for dry dynamic densification and liquefaction during seismic loading of the granular surface materials is expected to be low.[50]

Potential seismic and geologic hazards would be addressed through compliance with the recommendations, and DBI review, of the geotechnical report pursuant to its implementation of the Building Code. The final building plans and the geotechnical report would be reviewed by DBI prior to issuance of a building permit. To ensure compliance with all San Francisco Building Code provisions regarding structural safety, DBI would determine necessary engineering and design features for the project to reduce potential damage to structures from groundshaking and liquefaction. Potential seismic and geologic hazards would be ameliorated through the DBI requirement for a geotechnical report and review of the building permit application; thus, the project would result in less-than-significant impacts related to seismic and geologic hazards.

Erosion (14b)

The eastern portion of the project site is developed with a relatively level parking lot, while the western portion is vacant. An approximately 12 to 13-foot-high slope is located between the parking lot and the vacant area. The site contains a mixture of pervious and impervious surfaces and, while the proposed project would increase the amount of impervious areas on the site, it would not significantly alter drainage patterns. Therefore, the proposed project would result in substantial soil erosion on the project site or surrounding properties, and impacts related to erosion would be less than significant.

Soils and Topography (14d and f)

The project site contains a layer of silty sand over a layer of poorly graded sand over fractured siltstone, Franciscan Formation, over bedrock, which is present 6 to 8 feet below grade. It is not located on expansive soil. There are no unique geologic or physical features on the site. The project would place an eight-story building on a vacant, sloping site but would not change the topography of the site. Thus, the project would have no impact on these topics.

Septic Tanks and Alternative Wastewater Disposal (14e)

The proposed project would connect to the City's sewer and stormwater collection and treatment system and would not use a septic waste disposal system. Thus, this topic is not applicable to the proposed project.

Cumulative Geologic and Soil Impacts

Geology impacts are generally site specific and do not have cumulative effects with other projects. Thus, the project would not contribute to any significant cumulative effects on geology or soils.

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50 Fugro West, Inc., *Geotechnical Study, Broadway and Sansome Street Family Housing Development, San Francisco, California*, May 2009. This report is available upon request as part of Case No. 2008.0797E.

Topics:		Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact	Not Applicable
15.	**HYDROLOGY AND WATER QUALITY— Would the project:**					
a)	Violate any water quality standards or waste discharge requirements?	☐	☐	☒	☐	☐
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)?	☐	☐	☒	☐	☐
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?	☐	☐	☒	☐	☐
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?	☐	☐	☒	☐	☐
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?	☐	☐	☒	☐	☐
f)	Otherwise substantially degrade water quality?	☐	☐	☒	☐	☐
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?	☐	☐	☒	☐	☐
h)	Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	☐	☐	☒	☐	☐
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?	☐	☐	☒	☐	☐
j)	Expose people or structures to a significant risk of loss, injury or death involving inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒	☐

Water Quality and Groundwater (15a and f)

The proposed project would not substantially degrade water quality or contaminate a public water supply. Groundwater is not used as a drinking water supply in San Francisco. The project would require excavation to a depth of up to 18 feet. Bedrock was encountered 6 to 8 feet below ground surface, and groundwater was not encountered in subsurface exploratory borings at depths to 28.5 feet below ground surface, thus groundwater is unlikely to be encountered during

project excavation.[51] Therefore, the proposed project would not substantially alter existing groundwater or surface flow conditions, and impacts on groundwater would be less than significant.

During construction, there would be a potential for erosion and transportation of soil particles during site preparation, excavation, and expansion of the existing footings. Once in surface water runoff, sediment and other pollutants could leave the construction site and ultimately be released into the San Francisco Bay. Stormwater runoff from project construction would drain into the combined sewer and stormwater system and be treated at the Southeast Water Pollution Control Plant prior to discharge into San Francisco Bay. Pursuant to the San Francisco Building Code and the City's National Pollutant Discharge Elimination System (NPDES) permit, the project sponsor would be required to implement measures to reduce potential erosion impacts. During project operation, all wastewater from the proposed project building and stormwater runoff from the project site would be treated at the Southeast Water Pollution Control Plant. Treatment would be provided pursuant to the effluent discharge standards contained in the City's NPDES permit for the plant. During operation and construction, the proposed project would be required to comply with all local wastewater discharge and water quality requirements. Therefore, the proposed project would not substantially degrade water quality, and impacts on water quality would be less than significant.

Drainage and Surface Runoff (15c–e)

Site runoff would continue to drain to the city's combined storm and sanitary sewer system. Because stormwater flows from the proposed project could be accommodated by the existing combined sewer system, and because there would not be an expected increase in stormwater flows, the proposed project would result in a less-than-significant impact on drainage and surface runoff.

Flood Hazards (15g–i)

The site is not within a flood hazard area as mapped on federal Flood Hazard Boundary or Flood Insurance Rate Maps or identified by the San Francisco Public Utilities Commission (SFPUC) as an area prone to flooding. Nevertheless, prior to receiving a building permit, the SFPUC and/or its delegate (San Francisco Department of Public Works, Hydraulics Section) would review the building permit application to determine the potential for flooding during wet weather, and may impose requirements such as the provision of a pump station for the sewage flow, raised elevation of entryways, and/or special sidewalk construction and the provision of deep gutters. Compliance with SFPUC requirements would minimize flood hazard impacts to a less-than-significant level.

[51] Fugro West, Inc., *ibid.*

Seiche, Tsunami, Mudflow (15j)

The site is not on the San Francisco 20-foot Tsunami Runup Map; therefore, no tsunami hazard exists at the site. A seiche is an oscillation of a water body, such as a bay, which may cause local flooding. A seiche could occur on the San Francisco Bay due to seismic or atmospheric activity. However, based on the historical record, seiches are rare and there is no significant seiche hazard at the site. The geotechnical report identified no mudflow hazard at the project site. Thus, there would be no project-related impact from seiche, tsunami, or mudflow hazard.

Cumulative Hydrology Impacts

The proposed project would have a less-than-significant impact on water quality standards, groundwater, drainage, or runoff, and thus would not contribute considerably to cumulative impacts in these areas. Similarly, the project would not contribute considerably to any potential cumulative stormwater impacts. Flood and inundation hazards are site-specific; thus, the proposed project would have no cumulatively considerable impacts. Cumulative development in the project area could result in intensified uses and a cumulative increase in wastewater generation. The SFPUC, which provides wastewater treatment in the City, has accounted for such growth in its service projections. Thus, the project would not contribute to any cumulatively considerable impacts on hydrology or water quality.

Topics:		*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
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?	☐	☐	☒	☐	☐
b)	Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☒	☐	☐	☐
c)	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐	☐
d)	Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒	☐
e)	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☐	☒

Topics:		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
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?	☐	☐	☐	☐	☒
g)	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐	☐
h)	Expose people or structures to a significant risk of loss, injury or death involving fires?	☐	☐	☒	☐	☐

Use of Hazardous Materials (16a)

The project would involve the development of 61 residential units and 5,000 sf of retail uses, which would result in the use of relatively small quantities of hazardous materials for routine purposes. The development would likely handle common types of hazardous materials, such as cleaners and disinfectants. These products are labeled to inform users of potential risks and to instruct them in appropriate handling procedures. Most of these materials are consumed through use, resulting in relatively little waste. Businesses are required by law to ensure employee safety by identifying hazardous materials in the workplace, providing safety information to workers who handle hazardous materials, and adequately training workers. For these reasons, hazardous materials used during project operation would not pose any substantial public health or safety hazards related to hazardous materials. Thus, there would be less-than-significant impacts related to hazardous materials use, with development of the proposed project.

Release of Hazardous Materials and Hazardous Materials Sites List (16b)

A hazardous materials assessment was conducted in May 2009.[52] According to available reports, the site was first developed in the early 1800s, and the area had hotels, stores, restaurants, and residences located throughout. The first generation of structures in the area was gradually replaced by residential and commercial buildings in the early 1900s, primarily due to damage sustained in the area from the 1906 earthquake. From approximately 1956, the site was occupied primarily by the on-ramp of the Embarcadero Freeway, which was damaged by the 1989 Loma Prieta earthquake and demolished in the early 1990s. Background reports were reviewed as part of the assessment.

Fieldwork completed for this hazardous materials site assessment included the completion of five test pits in areas where soil excavation is planned as part of the proposed project. No groundwater was detected in the test pits. Soil sampling and analysis identified an upper 12 to 14

[52] Fugro West, Inc., *Hazardous Materials Site Assessment, Broadway and Samsone* [sic] *Family Housing Development, San Francisco, California*, May 2009. This document is available for review as part of Case No. 2008.0797E.

inches of fill (Layer A), over a 1- to 4-foot layer of surficial fill (Layer B), over a 2- to 4-foot layer of surficial fill (Layer C), over a 12- to 14-inch layer weathered bedrock (Layer D).

Chemical analyses of the soil samples detected relatively high total lead concentrations in two of six composite soil samples. Analyses also detected relatively high concentrations of arsenic, barium, and mercury in the deeper fill samples. Because metal concentrations exceed ten times the respective soluble threshold limit concentrations (STLC), additional analyses were conducted to assist with classifying the fill for offsite disposal. Based on these results, Layer A and Layer D are considered non-hazardous and suitable for offsite reuse or disposal as a Class II or III landfill. Fill excavated between Layer A and Layer D will be considered California Hazardous, non-Resource Conservation and Recovery Act (RCRA) waste suitable for offsite disposal at a Class I landfill. The report recommended that a Site Mitigation Plan be developed for review and approval by the San Francisco Department of Public Health, Environmental Health Section-Hazardous Waste Unit (EHS-HWU). EHS-HWU concurred with the report's recommendations.[53]

Because the project site contains contaminated soils, additional testing, preparation of a Site Mitigation Plan, and disposition of the hazardous materials would be required. Remediation activities would be coordinated with the San Francisco Department of Public Health until case closure objectives are reached and the case is closed. The project sponsor has agreed to implement the following mitigation measure, which would reduce the impact of potentially contaminated soil to a less-than-significant level.

Mitigation Measure M-HAZ-1 – Handling of Contaminated Soil

Step 1: Preparation of Site Mitigation Plan

DPH determined that the soils on the project site are contaminated with contaminants at or above potentially hazardous levels, and thus have determined that preparation of a Site Mitigation Plan (SMP) is warranted. The SMP shall include a discussion of the level of contamination of soils on the project site and mitigation measures for managing contaminated soils on the site, including, but not limited to: (1) the alternatives for managing contaminated soils on the site (e.g., encapsulation, partial or complete removal, treatment, recycling for reuse, or a combination); (2) the preferred alternative for managing contaminated soils on the site and a brief justification as to why; and (3) the specific practices to be used to handle, haul, and dispose of contaminated soils on the site. The SMP shall be submitted to the DPH for review and approval. A copy of the SMP shall be submitted to the Planning Department to become part of the case file.

Step 2: Handling, Hauling, and Disposal of Contaminated Soils

(a) Specific work practices: If, based on the results of the soil tests conducted, DPH determines that the soils on the project site are contaminated at or above potentially hazardous levels, the construction contractor shall be alert for the presence of such soils during excavation and other construction activities on the site (detected through soil

[53] Rajiv Bhatia, MD, MPH, San Francisco Department of Public Health, Environmental Health Section-Hazardous Waste Unit, *Broadway Sansome Family Housing*, May 23, 2010. This document is available for review as part of Case No. 2008.0797E.

odor, color, and texture and results of on-site soil testing), and shall be prepared to handle, profile (i.e., characterize), and dispose of such soils appropriately (i.e., as dictated by local, state, and federal regulations) when such soils are encountered on the site. If excavated materials contain over 1 percent friable asbestos, they shall be treated as hazardous waste, and shall be transported and disposed of in accordance with applicable State and federal regulations. These procedures are intended to mitigate any potential health risks related to chrysotile asbestos, which may or may not be located on the site.

(b) Dust suppression: Soils exposed during excavation for site preparation and project construction activities shall be kept moist throughout the time they are exposed, both during and after construction work hours.

(c) Surface water runoff control: Where soils are stockpiled, visqueen shall be used to create an impermeable liner, both beneath and on top of the soils, with a berm to contain any potential surface water runoff from the soil stockpiles during inclement weather.

(d) Soils replacement: If necessary, clean fill or other suitable material(s) shall be used to bring portions of the project site, where contaminated soils have been excavated and removed, up to construction grade.

(e) Hauling and disposal: Contaminated soils shall be hauled off the project site by waste hauling trucks appropriately certified with the State of California and adequately covered to prevent dispersion of the soils during transit, and shall be disposed of at a permitted hazardous waste disposal facility registered with the State of California.

Step 3: Preparation of Closure/Certification Report

After construction activities are completed, the project sponsor shall prepare and submit a closure/certification report to DPH for review and approval. The closure/certification report shall include the mitigation measures in the SMP for handling and removing contaminated soils from the project site, whether the construction contractor modified any of these mitigation measures, and how and why the construction contractor modified those mitigation measures.

Mitigation Measure M-HAZ-2 – Disposal of Contaminated Soil/Site Health and Safety Plan. Any contaminated soils designated as hazardous waste and required by DPH to be excavated shall be removed by a qualified Removal Contractor and disposed of at a regulated Class I hazardous waste landfill in accordance with U.S. Environmental Protection Agency regulations, as stipulated in the Site Mitigation Plan. The Removal Contractor shall obtain, complete, and sign hazardous waste manifests to accompany the soils to the disposal site. Other excavated soils shall be disposed of in an appropriate landfill, as governed by applicable laws and regulations, or other appropriate actions shall be taken in coordination with the DPH.

If the DPH determines that the soils on the project site are contaminated with contaminants at or above potentially hazardous levels, a Site Health and Safety Plan shall be required by the California Division of Occupational Safety and Health prior to initiating any earth-moving activities at the site. The Site Health and Safety Plan shall identify protocols for managing soils during construction to minimize worker and public exposure to contaminated soils. The protocols shall include at a minimum:

- Sweeping of adjacent public streets daily (with water sweepers) if any visible soil material is carried onto the streets.
- Characterization of excavated native soils proposed for use on site prior to placement to confirm that the soil meets appropriate standards.
- The dust controls specified in the Construction Dust Control Ordinance (176-08).

- Protocols for managing stockpiled and excavated soils.

The Site Health and Safety Plan shall identify site access controls to be implemented from the time of surface disruption through the completion of earthwork construction. The protocols shall include as a minimum:

- Appropriate site security to prevent unauthorized pedestrian/vehicular entry, such as fencing or other barrier or sufficient height and structural integrity to prevent entry and based upon the degree of control required.
- Posting of "no trespassing" signs.
- Providing on-site meetings with construction workers to inform them about security measures and reporting/contingency procedures.

If groundwater contamination is identified, the Site Health and Safety Plan shall identify protocols for managing groundwater during construction to minimize worker and public exposure to contaminated groundwater. The protocols shall include procedures to prevent unacceptable migration of contamination from defined plumes during dewatering.

The Site Health and Safety Plan shall include a requirement that construction personnel be trained to recognize potential hazards associated with underground features that could contain hazardous substances, previously unidentified contamination, or buried hazardous debris. Excavation personnel shall also be required to wash hands and face before eating, smoking, and drinking.

The Site Health and Safety Plan shall include procedures for implementing a contingency plan, including appropriate notification and control procedures, in the event unanticipated subsurface hazards are discovered during construction. Control procedures shall include, but would not be limited to, investigation and removal of underground storage tanks or other hazards.

Mitigation Measure M-HAZ-3 – Decontamination of Vehicles. If the DPH determines that the soils on the project site are contaminated with contaminants at or above potentially hazardous levels, all trucks and excavation and soil handling equipment shall be decontaminated following use and prior to removal from the site. Gross contamination shall be first removed through brushing, wiping, or dry brooming. The vehicle or equipment shall then be washed clean (including tires). Prior to removal from the work site, all vehicles and equipment shall be inspected to ensure that contamination has been removed.

Compliance with Mitigation Measures M-HAZ-1, M-HAZ-2, and M-HAZ-3 would ensure that effects from hazardous materials would be reduced to less than significant with mitigation incorporated.

Proximity to Schools (16c)

The project site is located within one-quarter mile of the John Yehal Chin Elementary School at 350 Broadway. Any hazardous materials on site, such as the soil to be excavation during constructed, would be handled in compliance with the site mitigation plan. Thus, impacts related to the handling of hazardous materials in proximity to schools would be less than significant.

State Hazardous Materials Database (16d)

The Department of Toxic Substances Control's (DTSC's) Site Mitigation and Brownfields Ruse Program's EnviroStor database identifies sites that have known contamination or sites for which there may be reasons to investigate further. The database includes the following site types: Federal Superfund sites (National Priorities List); State Response, including Military Facilities and State Superfund; Voluntary Cleanup; and School sites. EnviroStor provides similar information to the information that was available in CalSites, and provides additional site information, including, but not limited to, identification of formerly-contaminated properties that have been released for reuse, properties where environmental deed restrictions have been recorded to prevent inappropriate land uses, and risk characterization information that is used to assess potential impacts to public health and the environment at contaminated sites.

The project site is not listed on the DTSC EnviroStor database[54] and would not as a result create a significant hazard to the public or the environment.

Airports and Airstrips (16e and f)

The project site is not located within an airport land use plan area or in the vicinity of a public or private airstrip. Thus, this topic is not applicable.

Fire Safety and Emergency Access (16g and h)

San Francisco ensures fire safety and emergency accessibility within new and existing developments through provisions of its Building and Fire Codes. The project would conform to these standards, which may include development of an emergency procedure manual and an exit drill plan for the proposed development. Potential fire hazards (including those associated with hydrant water pressure and blocking of emergency access points) would be addressed during the building permit review process. Conformance with these standards would ensure appropriate life safety protections for the residential structures. Consequently, the project would have a less-than-significant impact on fire safety and emergency access.

Cumulative Hazards Impacts

Impacts from hazards are generally site-specific and typically do not result in cumulative impacts. Any hazards at nearby sites would be subject to the same safety requirements discussed for the proposed project above, which would reduce any hazard effects to less-than-significant levels. Overall, the project would not contribute to cumulatively considerable significant effects related to hazards and hazardous materials.

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[54] SCA Environmental, Inc., *Phase 1 Environmental Site Assessment, Block 165 Lot 21, San Francisco, CA*, January 2, 2008. This document is available for review as part of Case No. 2008.0797E.

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
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?	☐	☐	☐	☐	☒
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?	☐	☐	☐	☐	☒
c) Encourage activities which result in the use of large amounts of fuel, water, or energy, or use these in a wasteful manner?	☐	☐	☒	☐	☐

All land in San Francisco, including the project site, is designated Mineral Resource Zone 4 (MRZ-4) by the CDMG under the Surface Mining and Reclamation Act of 1975 (CDMG, Open File Report 96-03 and Special Report 146 Parts I and II). This designation indicates that there is not adequate information available for assignment to any other MRZ and thus the site is not a designated area of significant mineral deposits. However, because the project site is already developed, future evaluation or designation of the site would not affect or be affected by the project. There are no operational mineral resource recovery sites in the project vicinity whose operations or accessibility would be affected by the construction or operation of the project.

Mineral Resources (17a and b)

No known mineral deposits exist at the project site. Thus, the project would not result in the loss of availability of a locally- or regionally-important mineral resource, and these topics are not applicable to the project.

Energy (17c)

The proposed project's residential and retail uses would not consume large amounts of fuel, water, or energy. Electricity generation would consume additional natural gas and coal fuel. New buildings in San Francisco are required to conform to current state and local energy conservation standards, including Title 24 of the California Code of Regulations. The Department of Building enforces Title 24 compliance, and documentation demonstrating compliance with these standards is submitted with the application for the building permit. As a result, the proposed project would result in less-than-significant impact on the use of energy and other non-renewable natural resources.

Cumulative Mineral and Energy Resources Impacts

As described above, no known minerals exist at the project site, and therefore the project would not contribute to any 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 in and of itself require a major expansion of power facilities. Therefore, the energy demand associated with the project would not contribute to a cumulative impact. Overall, the project would result in less-than-significant cumulatively considerable impacts related to mineral and energy resources.

Topics:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
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?	☐	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☐	☒
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)?	☐	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☐	☒
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?	☐	☐	☐	☐	☒

Agriculture and Forest Resources (18a–e)

The project site is located within an urbanized area of San Francisco. The California Department of Conservation's Farmland Mapping and Monitoring Program identifies the site as "Urban and Built-up Land" (Department of Conservation, 2002). Because the site does not contain agricultural uses and is not zoned for such uses, the proposed project would not convert any prime farmland, unique farmland, or Farmland of Statewide Importance to non-agricultural use,

and it would not conflict with existing zoning for agricultural land use or a Williamson Act contract, nor would it involve any changes to the environment that could result in the conversion of farmland. No part of San Francisco falls under the State Public Resource Code definitions of forest land or timberland; therefore, the project would not conflict with zoning for, or cause rezoning of, forest land, result in the loss of forest land, or convert forest land to non-forest use. Thus, these topics are not applicable to the project.

Cumulative Agriculture and Forestry Impacts

As described above, the project would not have impacts related to agriculture and forestry resources; therefore, the project would not contribute to any cumulative considerable impacts on agricultural resources.

Topics:		*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
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?	☐	☒	☐	☐	☐
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.)	☐	☐	☒	☐	☐
c)	Have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐	☐

Degradation of the Environment (19a)

As described above, the proposed project would have less-than-significant impacts on the environmental topics discussed, with the exception of archeological resources, noise, and hazardous materials. The project would have potentially significant impacts related to archeological resources, noise, and hazardous materials; however, these impacts would be mitigated to less than significant with Mitigation Measures M-CP-1, M-NOI-1, M-HAZ-1, M-HAZ-2, and M-HAZ-3, and described in Section F, below.

Cumulative Impacts (19b)

Both long-term and short-term environmental effects associated with the proposed project would be less than significant, as discussed under each environmental topic.

Substantial Adverse Effects on Human Beings (19c)

With the implementation of Mitigation Measures M-NOI-1, M-HAZ-1, M-HAZ-2, and M-HAZ-3 (see Section F, below), the proposed project would reduce all potentially significant adverse impacts on human beings, directly or indirectly, to less than significant.

F. MITIGATION MEASURES AND IMPROVEMENT MEASURES

Mitigation Measure M-CP-1 – Archeological Resources: The project sponsor shall distribute the Planning Department archeological resource "ALERT" sheet to the project prime contractor; to any project subcontractor (including demolition, excavation, grading, foundation, pile driving, etc. firms); or utilities firm involved in soils disturbing activities within the project site. Prior to any soils disturbing activities being undertaken each contractor is responsible for ensuring that the "ALERT" sheet is circulated to all field personnel including, machine operators, field crew, pile drivers, supervisory personnel, etc. The project sponsor shall provide the Environmental Review Officer (ERO) with a signed affidavit from the responsible parties (prime contractor, subcontractor(s), and utilities firm) to the ERO confirming that all field personnel have received copies of the Alert Sheet.

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

If the ERO determines that an archeological resource may be present within the project site, the project sponsor shall retain the services of a qualified archeological consultant. The archeological consultant shall advise the ERO as to whether the discovery is an archeological resource, retains sufficient integrity, and is of potential scientific/historical/cultural significance. If an archeological resource is present, the archeological consultant shall identify and evaluate the archeological resource. The archeological consultant shall make a recommendation as to what action, if any, is warranted. Based on this information, the ERO may require, if warranted, specific additional measures to be implemented by the project sponsor.

Measures might include: preservation in situ of the archeological resource; an archaeological monitoring program; or an archeological testing program. If an archeological monitoring program or archeological testing program is required, it shall be consistent with the Major Environmental Analysis (MEA) division guidelines for such programs. The ERO may also require that the project sponsor immediately implement a site security program if the archeological resource is at risk from vandalism, looting, or other damaging actions.

The project archeological consultant shall submit a Final Archeological Resources Report (FARR) to the ERO that evaluates the historical significance of any discovered archeological resource and describing the archeological and historical research methods employed in the

archeological 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.

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

Mitigation Measure M-NOI-1 – Noise: The project sponsor shall conduct a detailed analysis of noise reduction requirements for the proposed buildings. Noise insulation features identified and recommended by the analysis shall be included in the building design, as specified in the *San Francisco General Plan* Land Use Compatibility Guidelines for Community Noise to reduce potential interior noise levels to the maximum extent feasible.

Mitigation Measure M-HAZ-1 – Handling of Contaminated Soil

Step 1: Preparation of Site Mitigation Plan

DPH determined that the soils on the project site are contaminated with contaminants at or above potentially hazardous levels, and thus have determined that preparation of a Site Mitigation Plan (SMP) is warranted. The SMP shall include a discussion of the level of contamination of soils on the project site and mitigation measures for managing contaminated soils on the site, including, but not limited to: (1) the alternatives for managing contaminated soils on the site (e.g., encapsulation, partial or complete removal, treatment, recycling for reuse, or a combination); (2) the preferred alternative for managing contaminated soils on the site and a brief justification as to why; and (3) the specific practices to be used to handle, haul, and dispose of contaminated soils on the site. The SMP shall be submitted to the DPH for review and approval. A copy of the SMP shall be submitted to the Planning Department to become part of the case file.

Step 2: Handling, Hauling, and Disposal of Contaminated Soils

(a) Specific work practices: If, based on the results of the soil tests conducted, DPH determines that the soils on the project site are contaminated at or above potentially hazardous levels, the construction contractor shall be alert for the presence of such soils during excavation and other construction activities on the site (detected through soil odor, color, and texture and results of on-site soil testing), and shall be prepared to handle, profile (i.e., characterize), and dispose of such soils appropriately (i.e., as dictated by local, state, and federal regulations) when such soils are encountered on the site. If excavated materials contain over 1 percent friable asbestos, they shall be treated as hazardous waste, and shall be transported and disposed of in accordance with applicable State and federal regulations. These procedures are intended to mitigate any potential health risks related to chrysotile asbestos, which may or may not be located on the site.

(b) Dust suppression: Soils exposed during excavation for site preparation and project construction activities shall be kept moist throughout the time they are exposed, both during and after construction work hours.

(c) Surface water runoff control: Where soils are stockpiled, visqueen shall be used to create an impermeable liner, both beneath and on top of the soils, with a berm to contain any potential surface water runoff from the soil stockpiles during inclement weather.

(d) Soils replacement: If necessary, clean fill or other suitable material(s) shall be used to bring portions of the project site, where contaminated soils have been excavated and removed, up to construction grade.

(e) Hauling and disposal: Contaminated soils shall be hauled off the project site by waste hauling trucks appropriately certified with the State of California and adequately covered to prevent dispersion of the soils during transit, and shall be disposed of at a permitted hazardous waste disposal facility registered with the State of California.

Step 3: Preparation of Closure/Certification Report

After construction activities are completed, the project sponsor shall prepare and submit a closure/certification report to DPH for review and approval. The closure/certification report shall include the mitigation measures in the SMP for handling and removing contaminated soils from the project site, whether the construction contractor modified any of these mitigation measures, and how and why the construction contractor modified those mitigation measures.

Mitigation Measure M-HAZ-2 – Disposal of Contaminated Soil/Site Health and Safety Plan. Any contaminated soils designated as hazardous waste and required by DPH to be excavated shall be removed by a qualified Removal Contractor and disposed of at a regulated Class I hazardous waste landfill in accordance with U.S. Environmental Protection Agency regulations, as stipulated in the Site Mitigation Plan. The Removal Contractor shall obtain, complete, and sign hazardous waste manifests to accompany the soils to the disposal site. Other excavated soils shall be disposed of in an appropriate landfill, as governed by applicable laws and regulations, or other appropriate actions shall be taken in coordination with the DPH.

If the DPH determines that the soils on the project site are contaminated with contaminants at or above potentially hazardous levels, a Site Health and Safety Plan shall be required by the California Division of Occupational Safety and Health prior to initiating any earth-moving activities at the site. The Site Health and Safety Plan shall identify protocols for managing soils during construction to minimize worker and public exposure to contaminated soils. The protocols shall include at a minimum:

- Sweeping of adjacent public streets daily (with water sweepers) if any visible soil material is carried onto the streets.
- Characterization of excavated native soils proposed for use on site prior to placement to confirm that the soil meets appropriate standards.
- The dust controls specified in the Construction Dust Control Ordinance (176-08).
- Protocols for managing stockpiled and excavated soils.

The Site Health and Safety Plan shall identify site access controls to be implemented from the time of surface disruption through the completion of earthwork construction. The protocols shall include as a minimum:

- Appropriate site security to prevent unauthorized pedestrian/vehicular entry, such as fencing or other barrier or sufficient height and structural integrity to prevent entry and based upon the degree of control required.
- Posting of "no trespassing" signs.

- Providing on-site meetings with construction workers to inform them about security measures and reporting/contingency procedures.

If groundwater contamination is identified, the Site Health and Safety Plan shall identify protocols for managing groundwater during construction to minimize worker and public exposure to contaminated groundwater. The protocols shall include procedures to prevent unacceptable migration of contamination from defined plumes during dewatering.

The Site Health and Safety Plan shall include a requirement that construction personnel be trained to recognize potential hazards associated with underground features that could contain hazardous substances, previously unidentified contamination, or buried hazardous debris. Excavation personnel shall also be required to wash hands and face before eating, smoking, and drinking.

The Site Health and Safety Plan shall include procedures for implementing a contingency plan, including appropriate notification and control procedures, in the event unanticipated subsurface hazards are discovered during construction. Control procedures shall include, but would not be limited to, investigation and removal of underground storage tanks or other hazards.

Mitigation Measure M-HAZ-3 – Decontamination of Vehicles. If the DPH determines that the soils on the project site are contaminated with contaminants at or above potentially hazardous levels, all trucks and excavation and soil handling equipment shall be decontaminated following use and prior to removal from the site. Gross contamination shall be first removed through brushing, wiping, or dry brooming. The vehicle or equipment shall then be washed clean (including tires). Prior to removal from the work site, all vehicles and equipment shall be inspected to ensure that contamination has been removed.

G. PUBLIC NOTICE AND COMMENT

A "Notification of Project Receiving Environmental Review" was mailed on August 15, 2008, and on June 4, 2010, to the owners of properties within 300 feet of the project site and to neighborhood groups. The Planning Department received several requests for future project information but no comments on the project.

H. DETERMINATION

On the basis of this Initial Study:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, no further environmental documentation is required.

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

for

BILL WYCKO
Environmental Review Officer
for
John Rahaim
Director of Planning

DATE

June 29, 2010

I. INITIAL STUDY AUTHORS AND PROJECT SPONSOR TEAM

Initial Study Authors

Planning Department, City and County of San Francisco
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1650 Mission Street, Suite 400
San Francisco, CA 94103

Environmental Review Officer: Bill Wycko
Senior Environmental Planner: Devyani Jain
Environmental Planner: Jeanie Poling
Archeologist: Randall Dean
Air Quality Planner: Jessica Range

Project Sponsor Team

Chinatown Community Development Center
Housing Development Program
1525 Grant Avenue
San Francisco, CA 94133

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Mayor's Office of Housing
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San Francisco, CA 94103

Teresa Yanga, Senior Project Manager

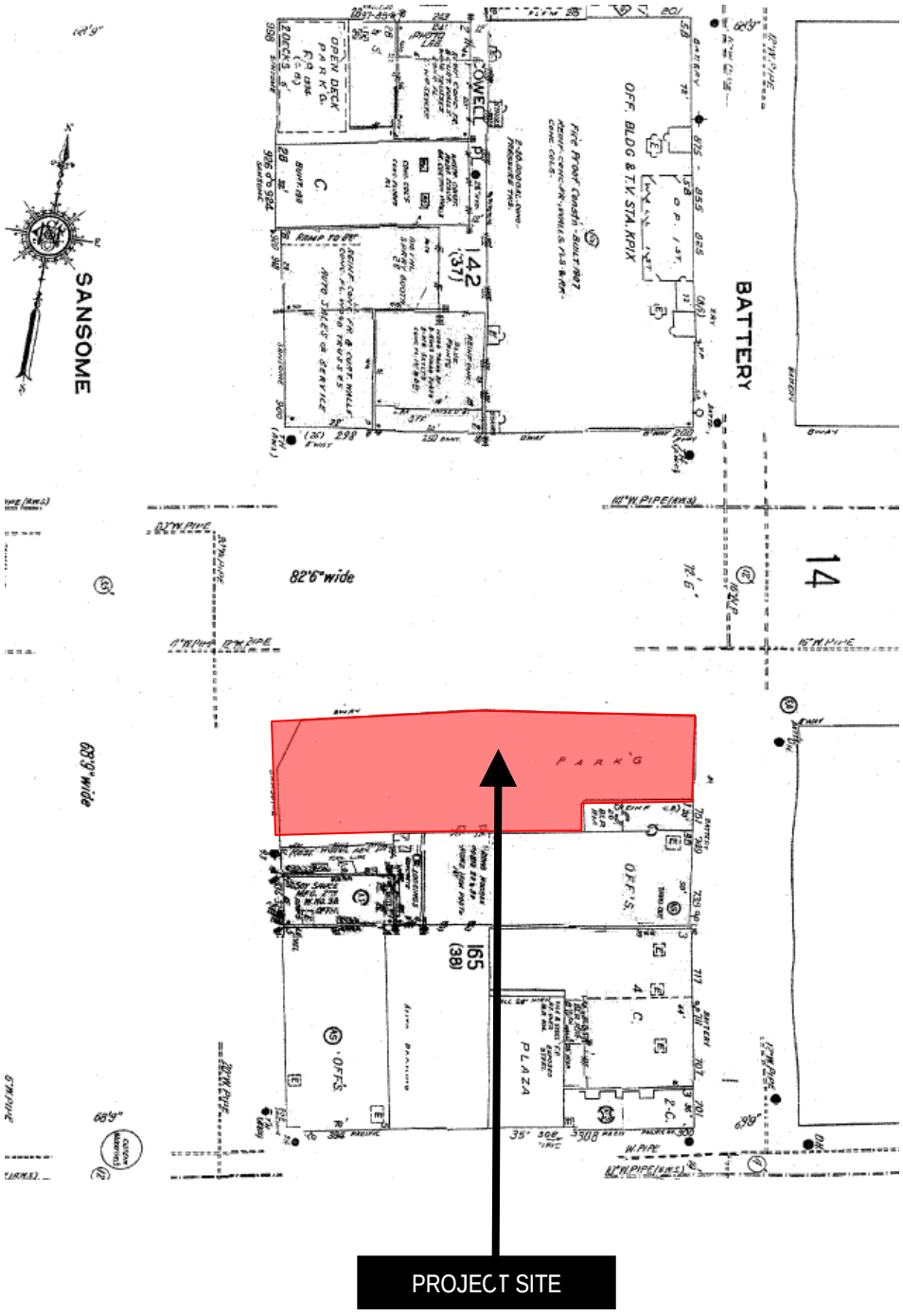
San Francisco Redevelopment Agency
1 South Van Ness Avenue, Fifth Floor
San Francisco, CA 94103

Stanley Muraoka, Environmental Review Officer

Parcel Map

Conditional Use/Variance Hearing
Case Number 2008.0797CV
235 Broadway

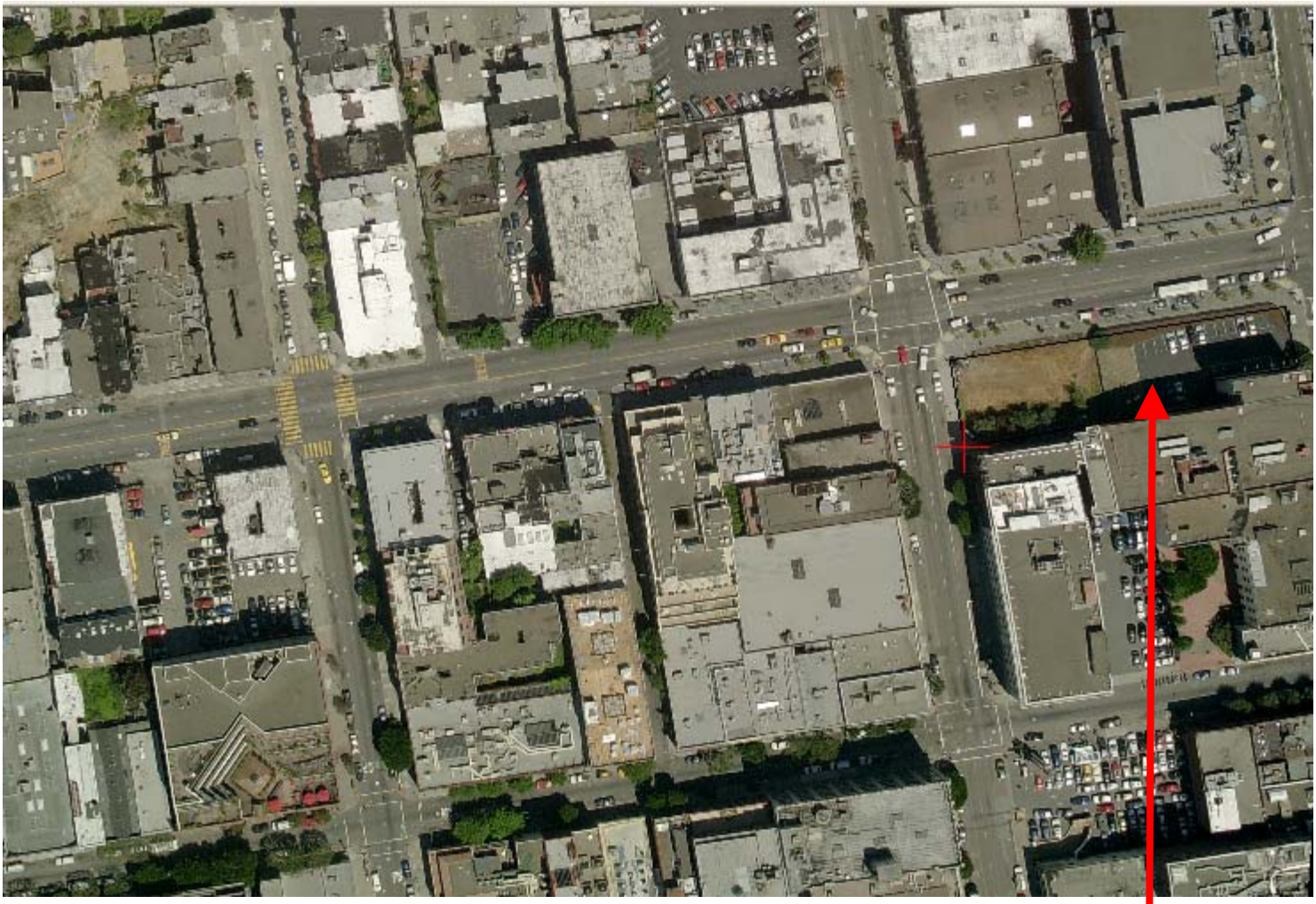
Sanborn Map*



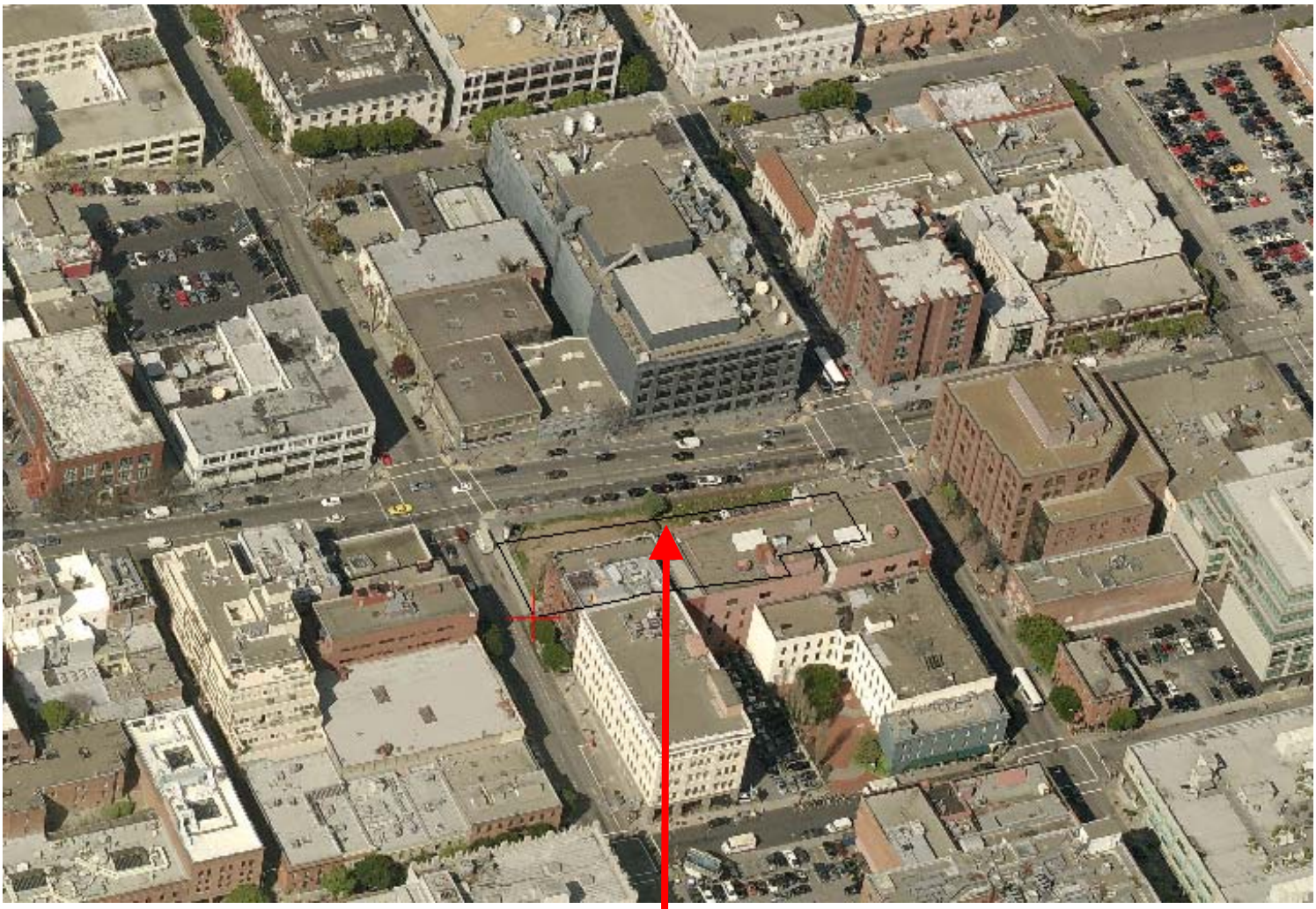
**The Sanborn Maps in San Francisco have not been updated since 1998, and this map may not accurately reflect existing conditions.*

Conditional Use/Variance Hearing
Case Number 2008.0797CV
235 Broadway

Aerial Photo



Aerial Photo

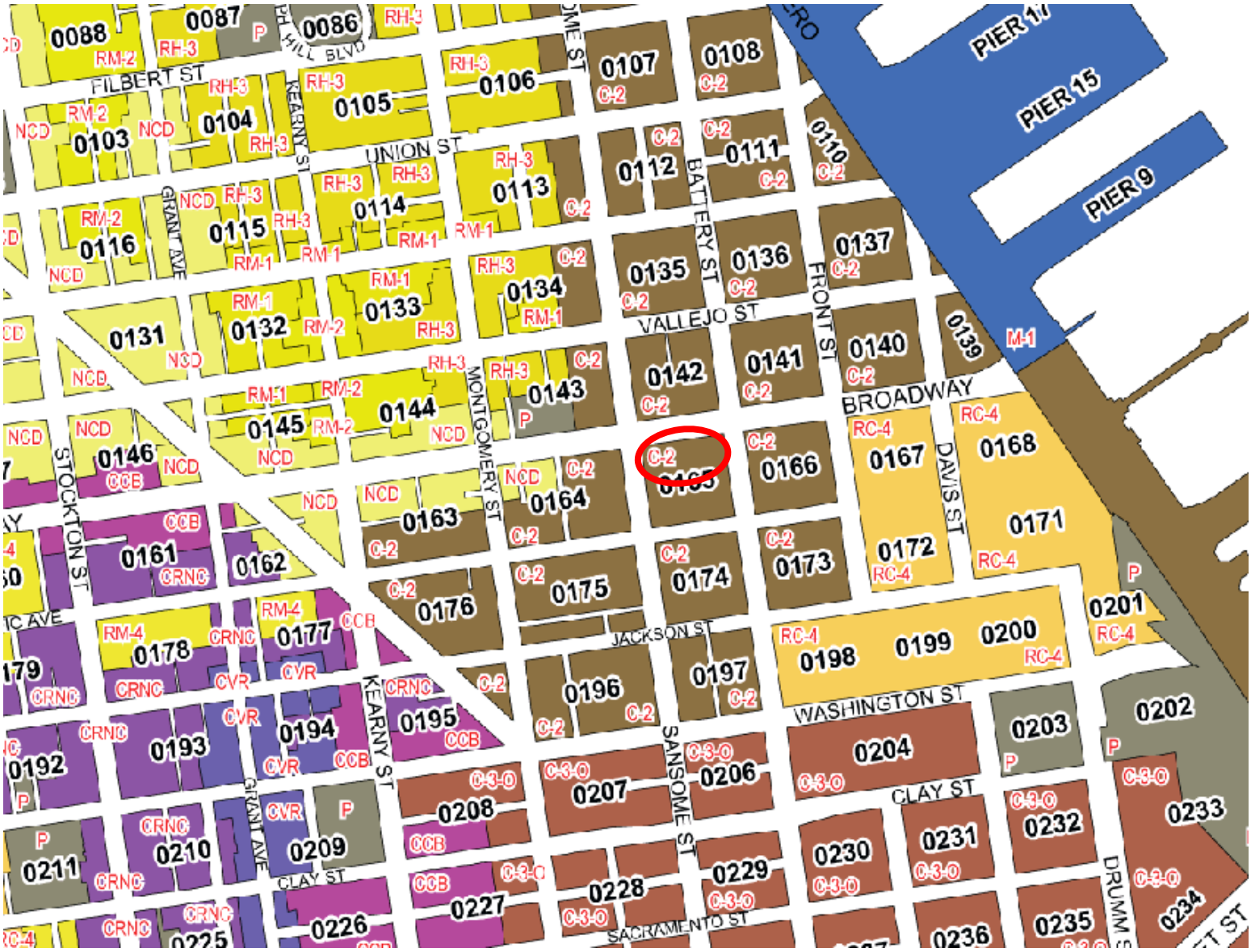


Looking North

Aerial Photo

Looking South

Zoning Map



Conditional Use/Variance Hearing
Case Number 2008.0797CV
235 Broadway

SAN FRANCISCO
PLANNING DEPARTMENT

華 埠 住 屋 協 進 聯 會
Chinatown Coalition for Better Housing

July 13, 2010

Planning Commission
1650 Mission Street, Suite 400
San Francisco, CA 94103

Re: 235 Broadway

Commissioners:

The Chinatown Coalition for Better Housing (CCBH) is a coalition of community organizations formed in 1972 to advocate and organize for affordable housing, resulting in the realization of Mei Lun Yuen Housing Project, the first redevelopment housing. Today, we continue our focus on housing, land use and open space issues in our community.

We are writing this letter with regard to the project at 235 Broadway. We support the provision of affordable housing at this location. Chinatown Community Development Center, the project sponsors, have taken care to meet the need to maximize units with the needs of the community and the provisions of the Planning Code. The design by Daniel Solomon Design Partners, while still in development, appears to be a quality addition to the community.

We support the Conditional Use and Variance request, and look forward to this project moving forward and adding to the City's much needed supply of affordable housing.

Thank you for your consideration,

Rev. Norman Fong
CCBH Chairperson

通訊地址
Mailing address:
1525 Grant Avenue
San Francisco, CA 94133-3323
(415) 984-1450

亞洲法律聯誼會
Asian Law Caucus
939 Market Street, Suite 201
San Francisco, CA 94102

華協中心
Chinatown Community
Development Center
1525 Grant Avenue
San Francisco, CA 94133-3323

社區住客聯會
Community Tenants Association
1525 Grant Avenue
San Francisco, CA 94133-3323

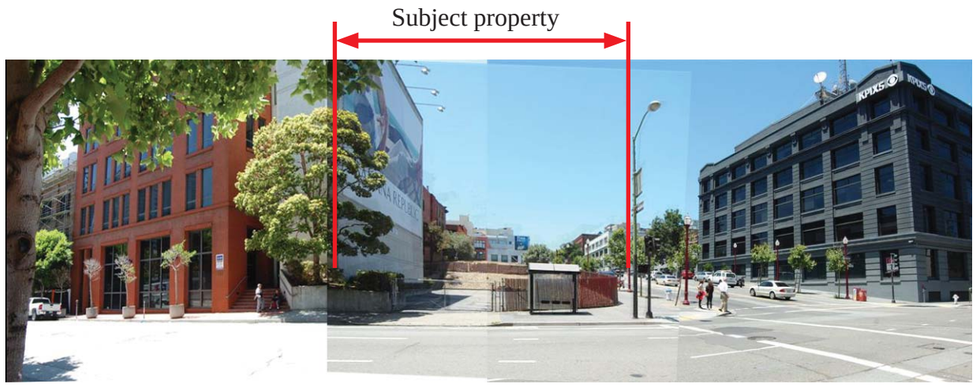
平園居民聯誼會
Ping Yuen Residents
Improvement Association
799 Pacific Aveune
San Francisco, CA 94133-4411

華埠長老會
Presbyterian Church in
Chinatown Missions Committe
925 Stockton Street
San Francisco, CA 94108

散房家庭團結會
SRO Familites United
418 Valencia Street
San Francisco, CA 94103

Zoning Notes

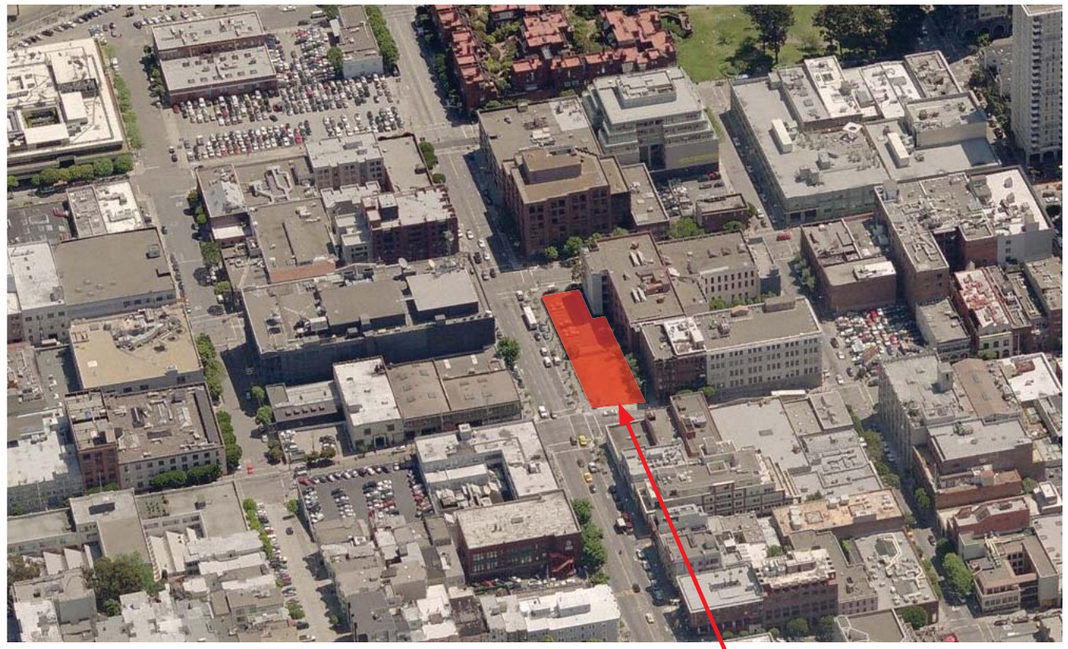
Project Address	235 Broadway San Francisco, CA	
Legal Address	Assessor's Block 165, Lot 12	
Lot Area	17,861 SF	
Project Description	75 housing units plus ground level retail, commom spaces & supportive service spaces.	
Zoning Easements	C-2 (RC-4) None	
	Allowable / Req'd.	*Proposed*
Max. Height: Max. Density: Max. Lot Coverage:	65'-Bulk District A Per Table 208, 17,861 SF. /70 = 255 bedrooms allowed Max. FAR = 4.8:1 per Section 124(c)	65' max., CU required for bulk 75 Housing units FAR < 4.8:1
Rear Yard:	Reqmts. for corner site (Section 134 of Planning Code): 25% lot coverage for open space	Variance for lot coverage
Setback:	3'-0" on Battery per Section 130(a) 0'-0" on Sansome per Section 130(a)	3'-0" provided on Battery
Open Space:	Per RC-4 reqmts.: 36 SF. per unit x 1.33 x 75 units= 3,591 Total SF.	3,591 SF min. provided @ roof decks
Parking:	1 space per 4 dwelling units 19 spaces total per Section 151	No parking proposed



1. Battery Street Panoramic Elevation

2. Sansome Street Panoramic Elevation

3. Broadway Street Panoramic Elevation



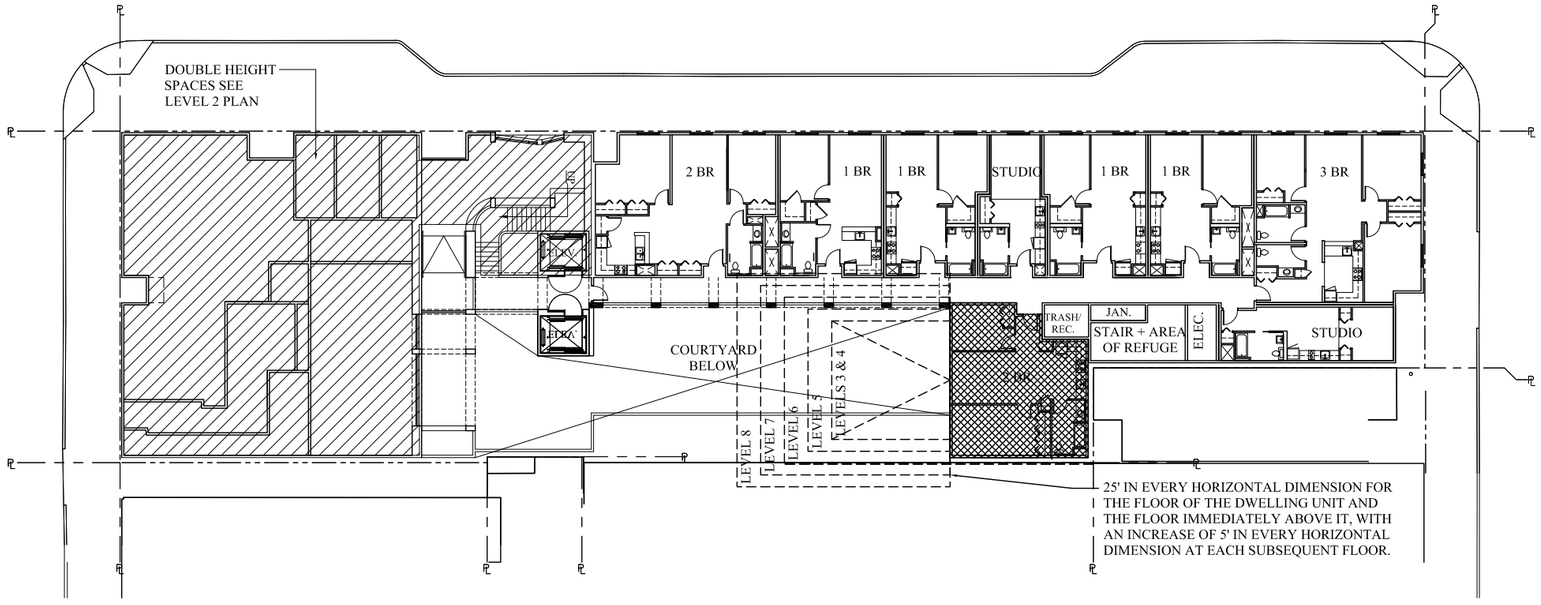
Aerial View

Photograph key plan

Site Photographs

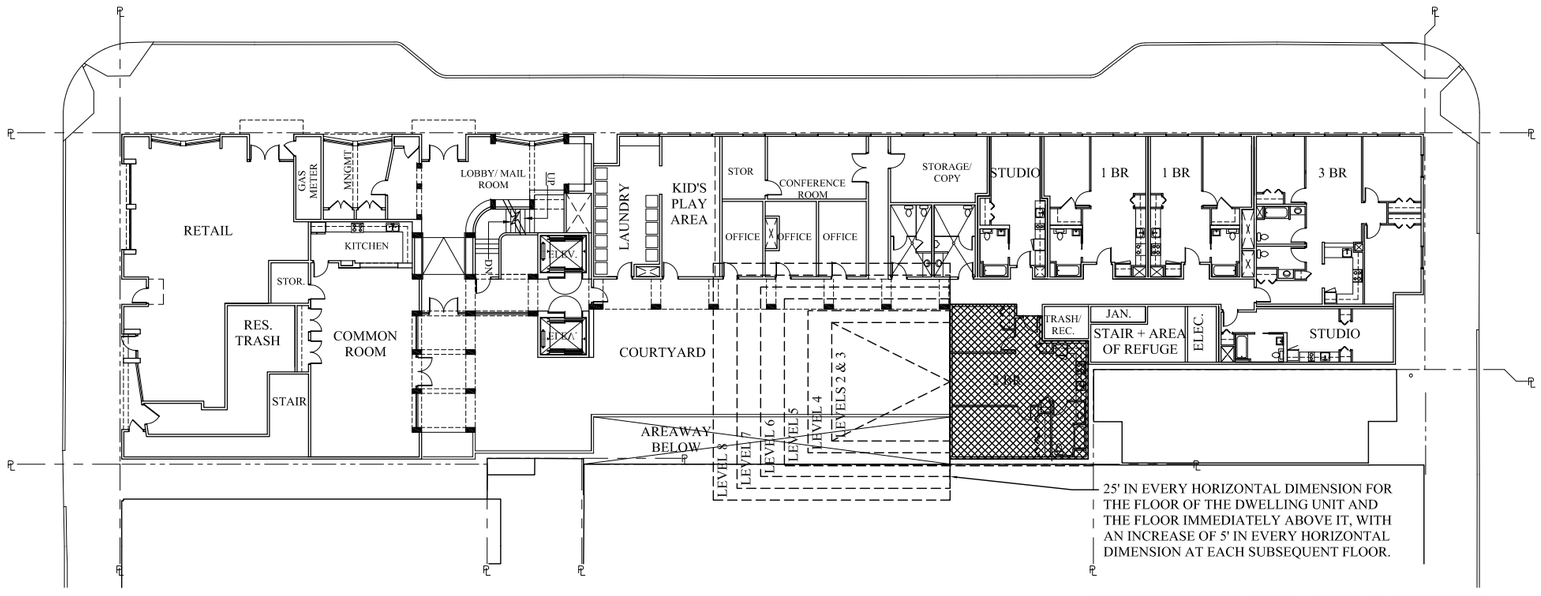
Figure prepared: July 9, 2010

Sansome & Broadway Family Housing



UNIT SHOWN CROSSHATCHED AT LEVEL 3 DOES NOT MEET SECTION 140 REQUIREMENT

LEVEL 3 - SECTION 140 DIAGRAM



UNIT SHOWN CROSSHATCHED AT LEVEL 2 DOES NOT MEET SECTION 140 REQUIREMENT

LEVEL 2 - SECTION 140 DIAGRAM

NORTH

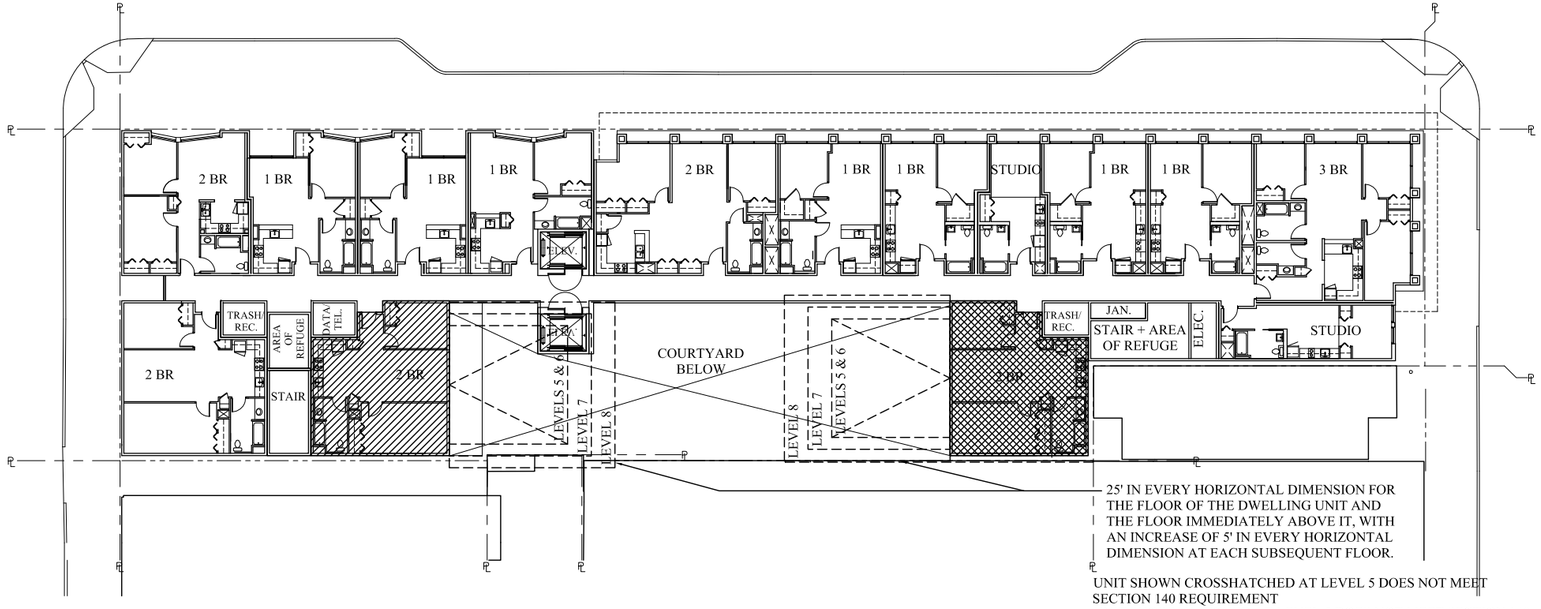
SECTION 140 DIAGRAMS - LEVELS 2 & 3

Figure prepared: July 9, 2010

Sansome & Broadway Family Housing

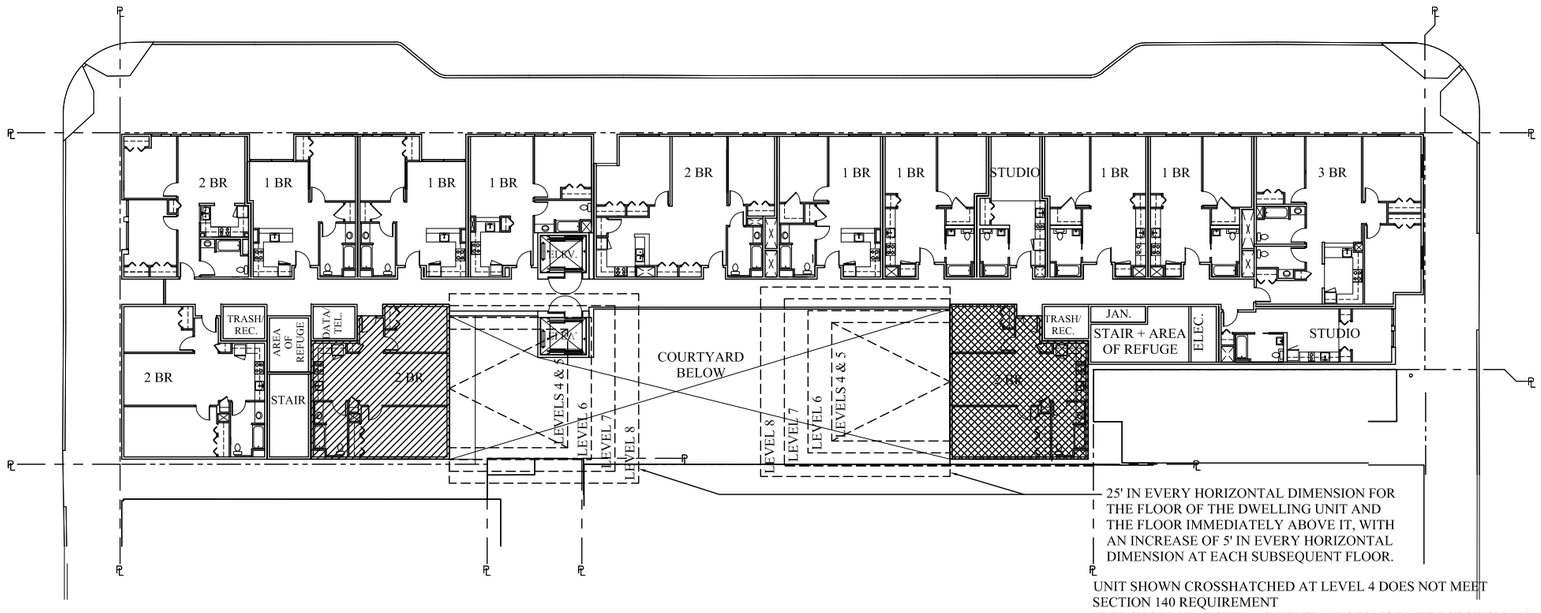
0 16' 32'

SCALE: 1/32" = 1' - 0"



UNIT SHOWN CROSSHATCHED AT LEVEL 5 DOES NOT MEET SECTION 140 REQUIREMENT
UNIT SHOWN HATCHED AT LEVEL 5 DOES NOT MEET SECTION 140 REQUIREMENT

LEVEL 5 - SECTION 140 DIAGRAM



UNIT SHOWN CROSSHATCHED AT LEVEL 4 DOES NOT MEET SECTION 140 REQUIREMENT
UNIT SHOWN HATCHED AT LEVEL 4 DOES NOT MEET SECTION 140 REQUIREMENT

LEVEL 4 - SECTION 140 DIAGRAM

NORTH

SECTION 140 DIAGRAMS - LEVELS 4 & 5

Figure prepared: July 9, 2010

Sansome & Broadway Family Housing

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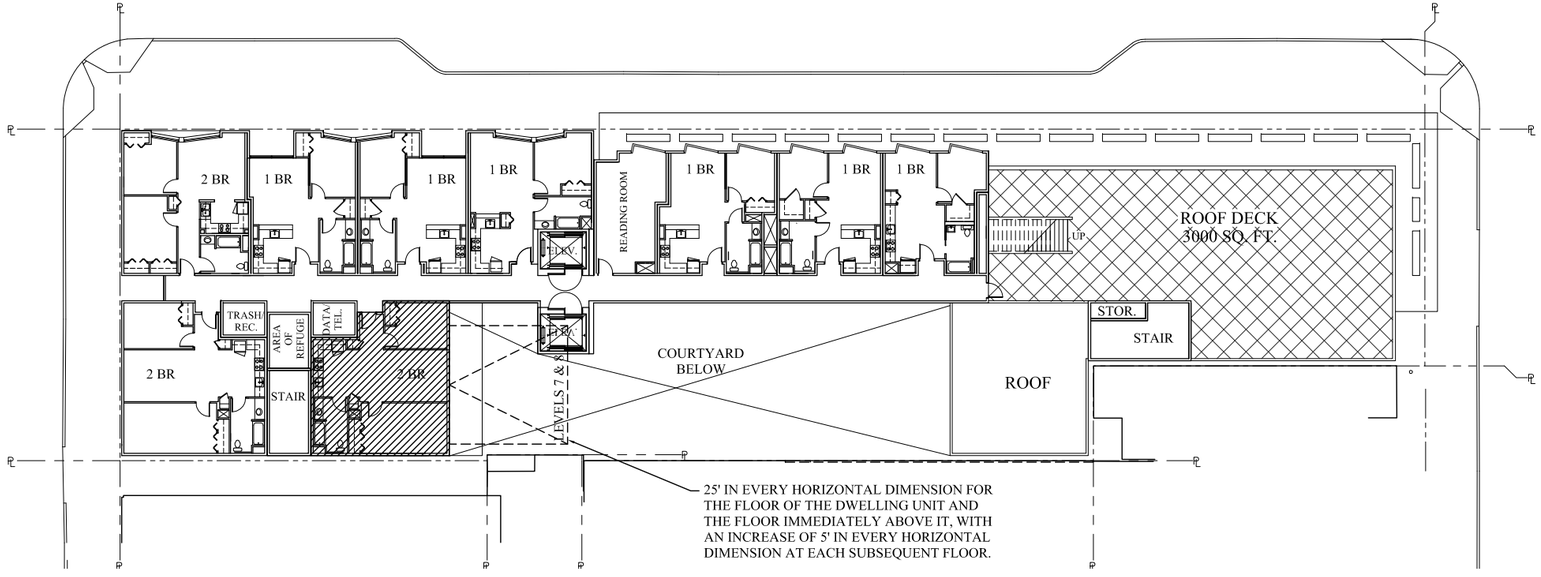
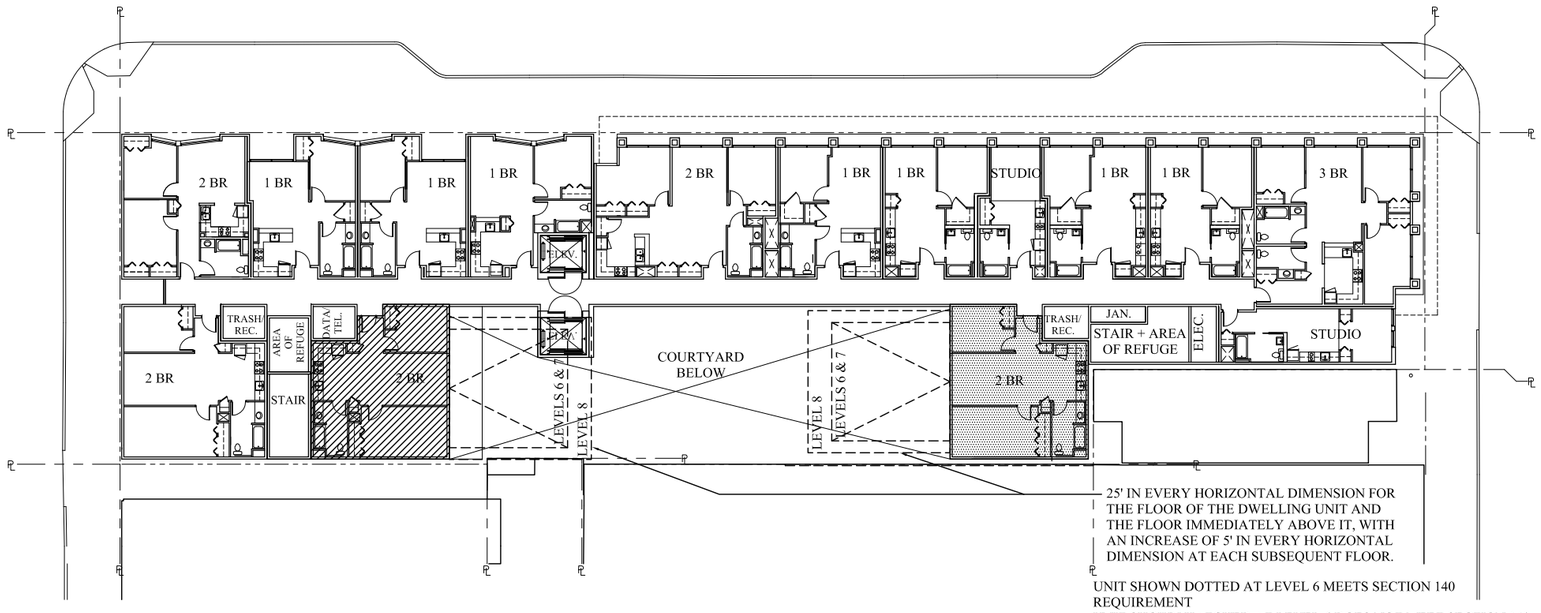
SCALE: 1/32" = 1' - 0"



UNIT SHOWN HATCHED AT LEVEL 7 DOES NOT MEET SECTION 140 REQUIREMENT

LEVEL 7 - SECTION 140 DIAGRAM



UNIT SHOWN DOTTED AT LEVEL 6 MEETS SECTION 140 REQUIREMENT
UNIT SHOWN HATCHED AT LEVEL 6 DOES NOT MEET SECTION 140 REQUIREMENT

LEVEL 6 - SECTION 140 DIAGRAM

NORTH

SECTION 140 DIAGRAMS - LEVELS 6 & 7

Figure prepared: July 9, 2010

Sansome & Broadway Family Housing

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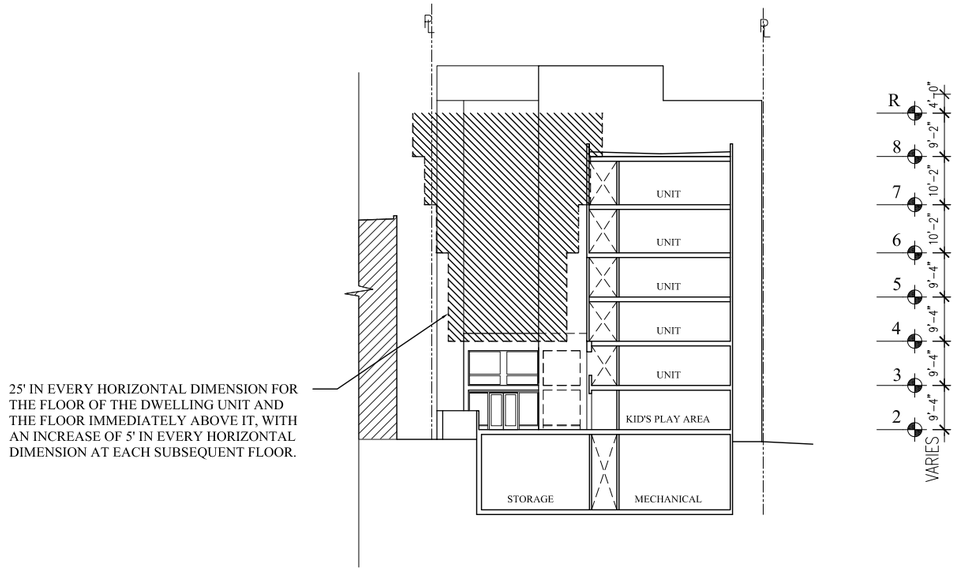
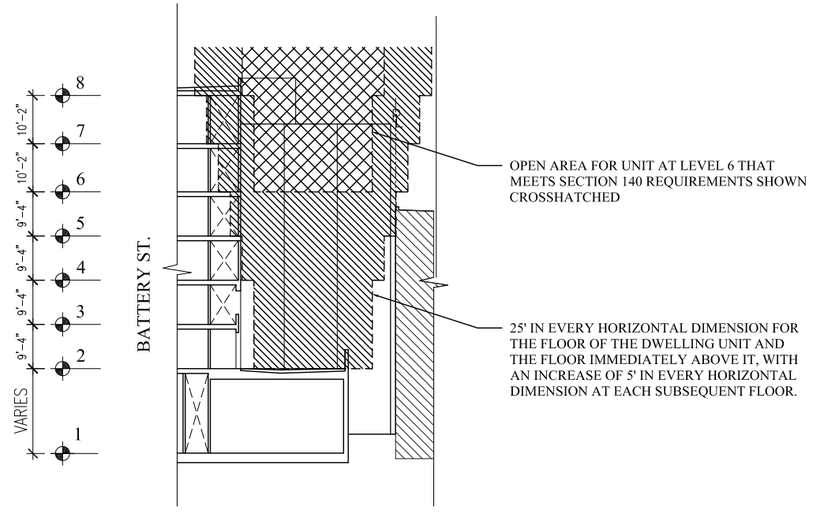
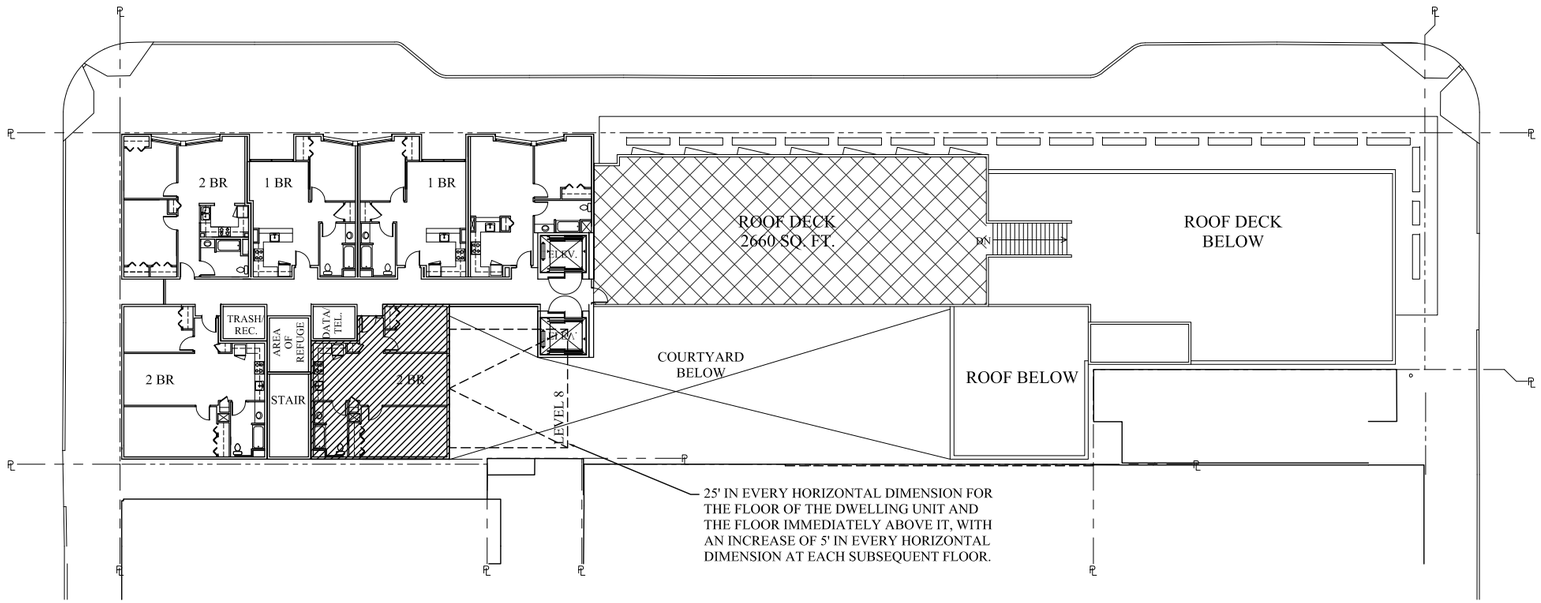
SCALE: 1/32" = 1' - 0"



WEST COURTYARD ELEVATION
- SECTION 140 DIAGRAM



EAST COURTYARD ELEVATION
- SECTION 140 DIAGRAM



UNIT SHOWN HATCHED AT LEVEL 8 DOES NOT MEET SECTION 140 REQUIREMENT

LEVEL 8 - SECTION 140 DIAGRAM

NORTH

SECTION 140 DIAGRAMS - LEVEL 8 AND ELEVATIONS

Figure prepared: July 9, 2010

Sansome & Broadway Family Housing

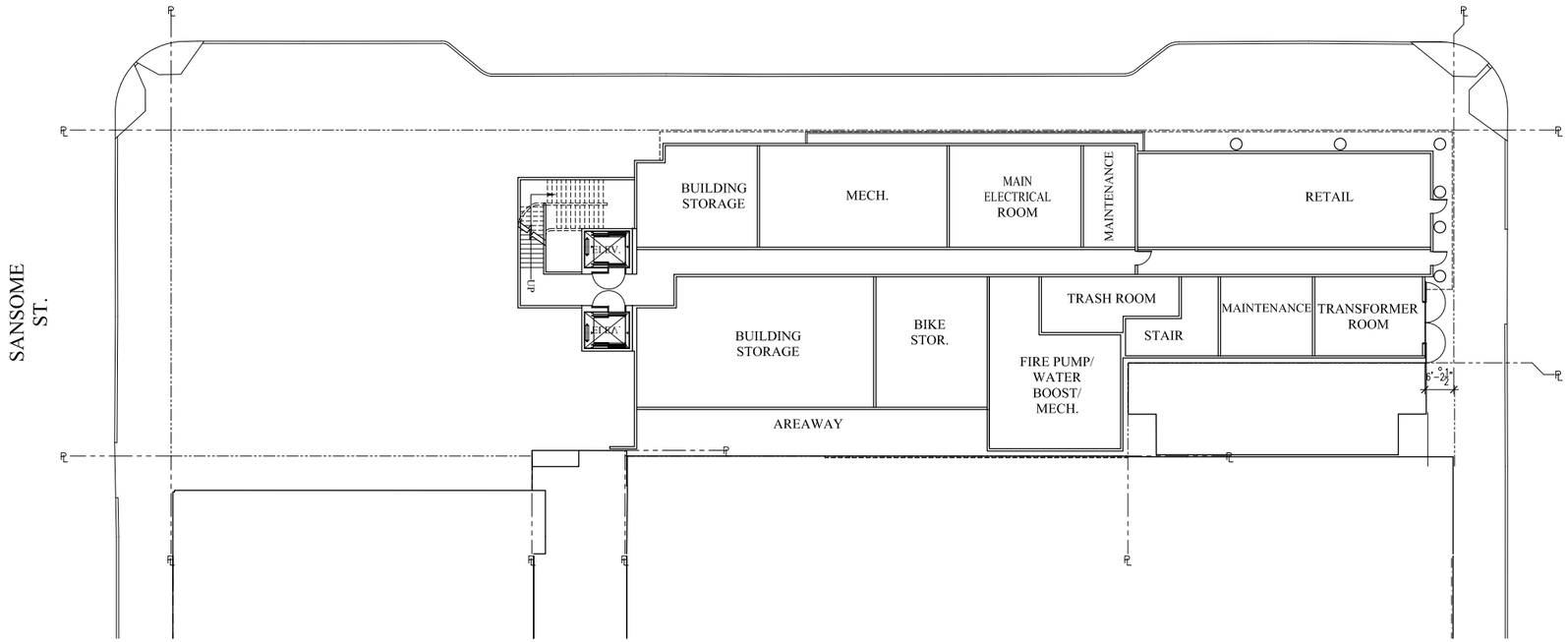
0 16' 32'

SCALE: 1/32" = 1' - 0"

BROADWAY

SANSOME ST.

BATTERY ST.



NORTH

LEVEL 1 PLAN

Figure prepared: July 9, 2010

Sansome & Broadway Family Housing

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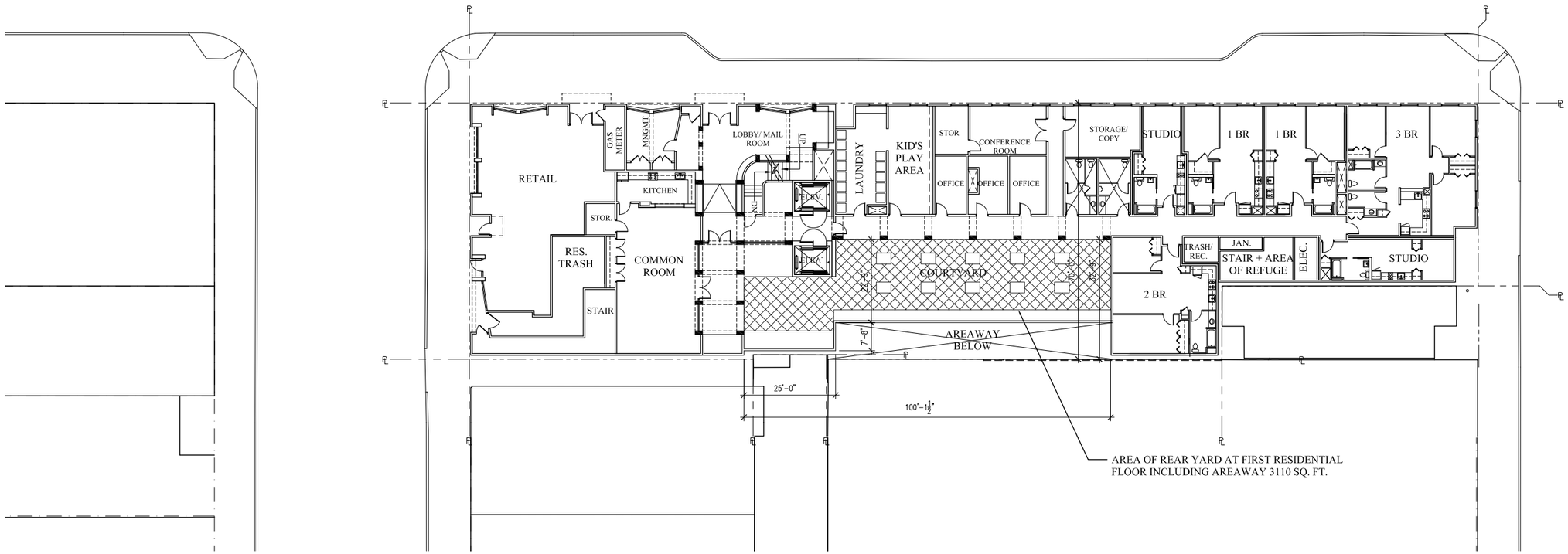
SCALE: 1/32" = 1' - 0"



LEVEL 2 PLAN

Figure prepared: July 9, 2010

Sansome & Broadway Family Housing

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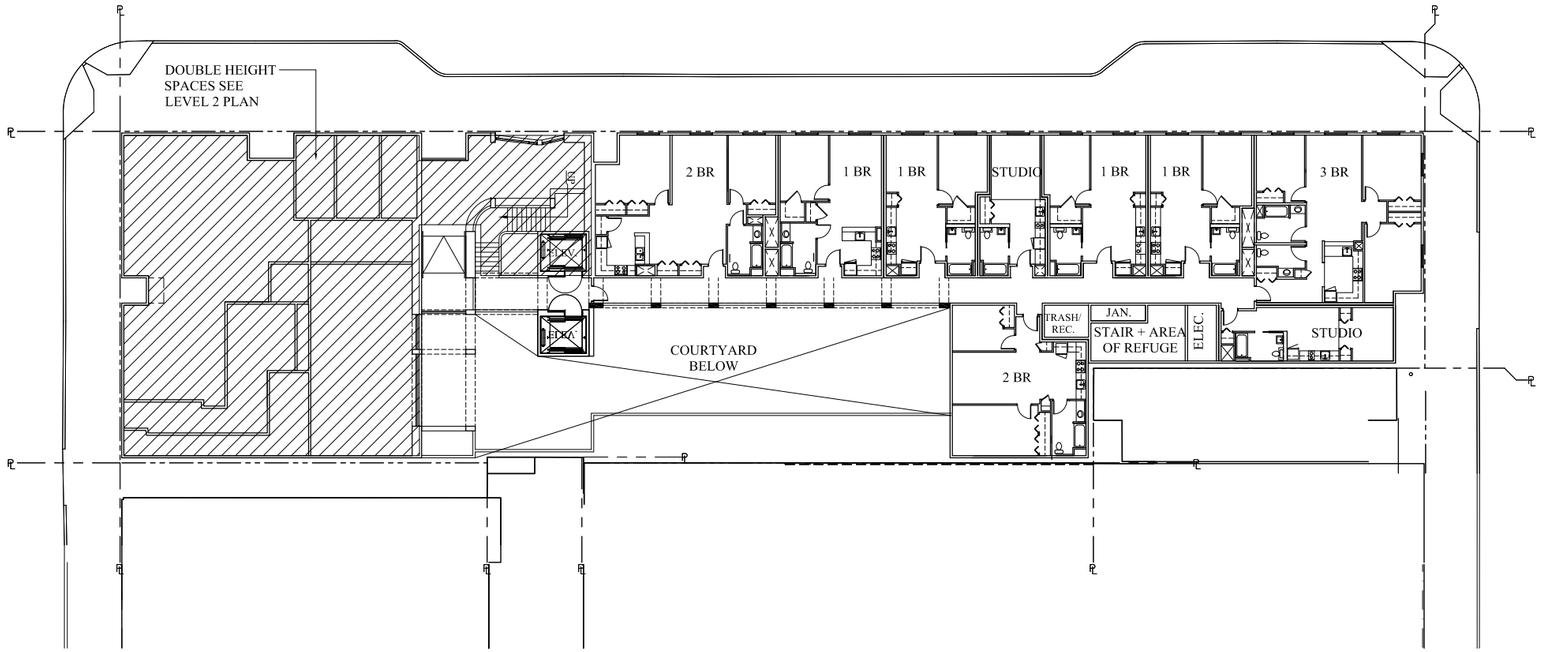

NORTH

LEVEL 3 PLAN

Figure prepared: July 9, 2010

Sansome & Broadway Family Housing

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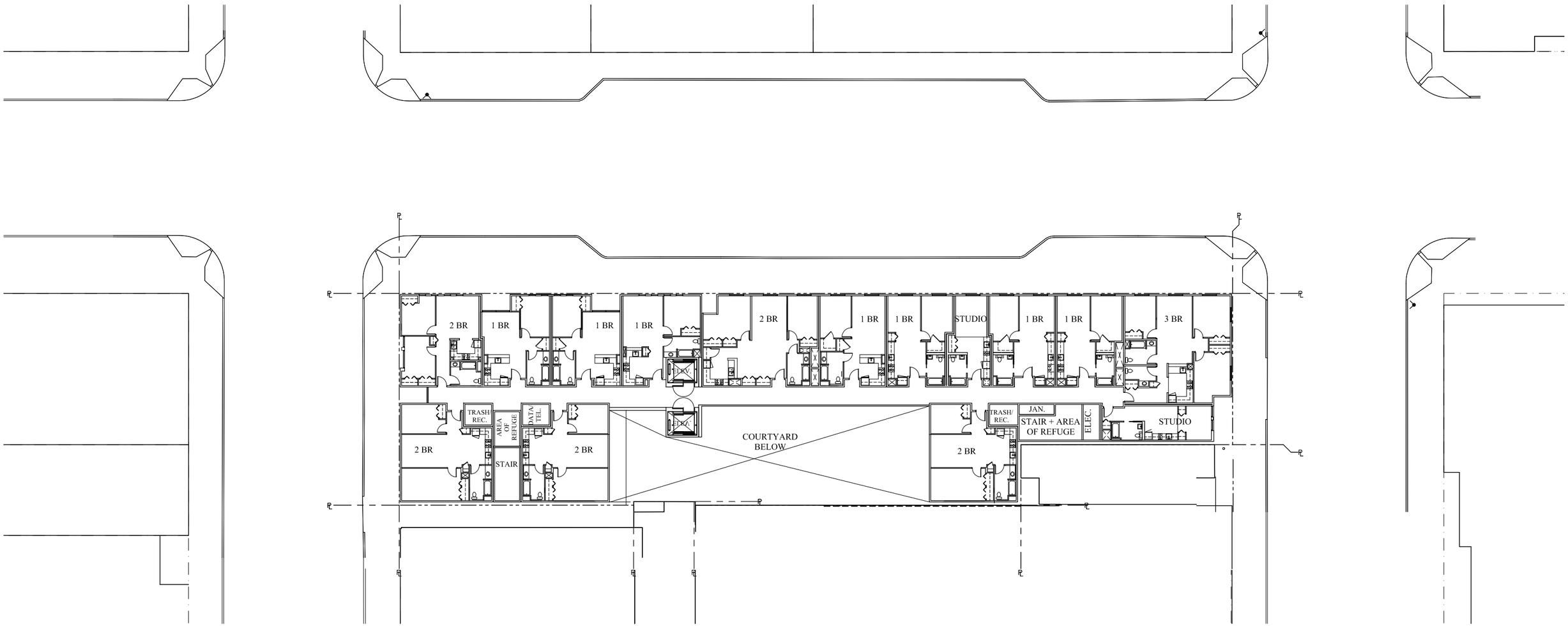
SCALE: 1/32" = 1' - 0"



NORTH

LEVEL 4 PLAN

Figure prepared: July 9, 2010

Sansome & Broadway Family Housing

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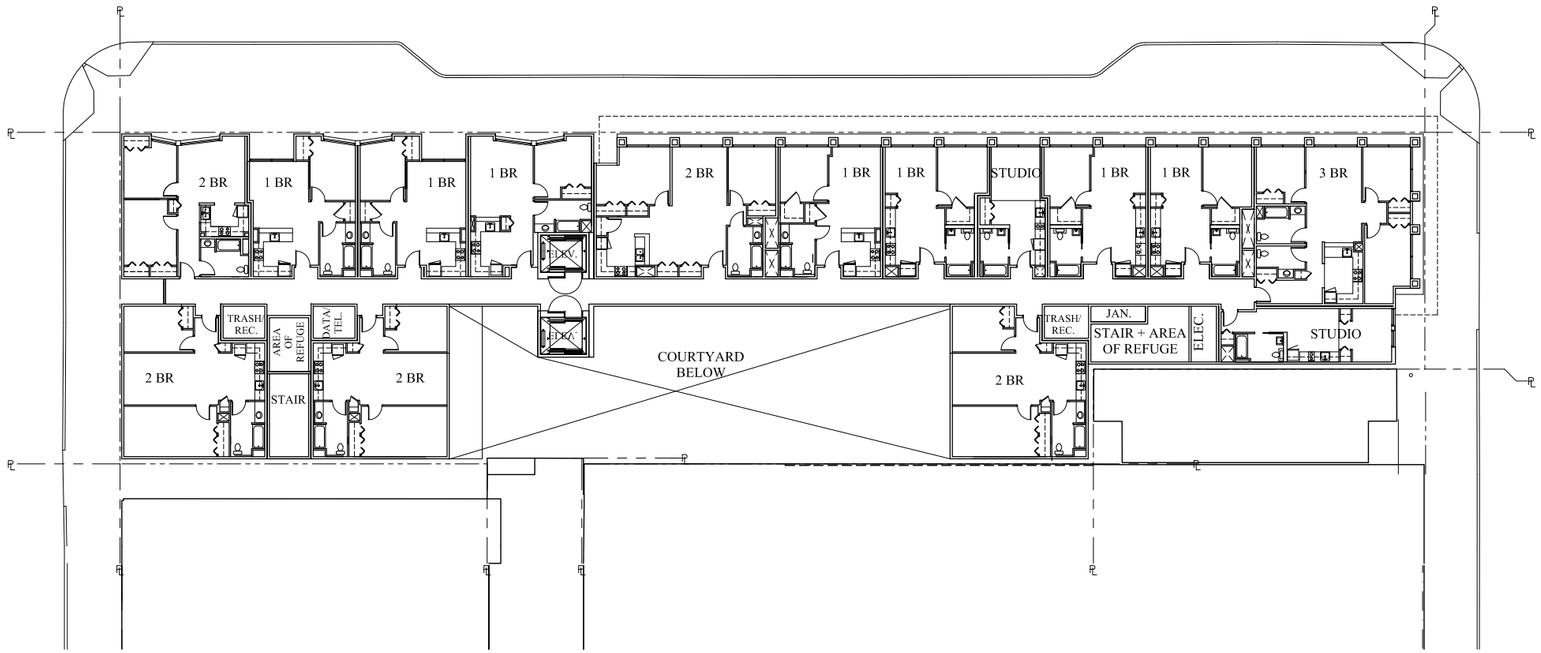

NORTH

LEVELS 5 & 6 PLAN

Figure prepared: July 9, 2010

Sansome & Broadway Family Housing

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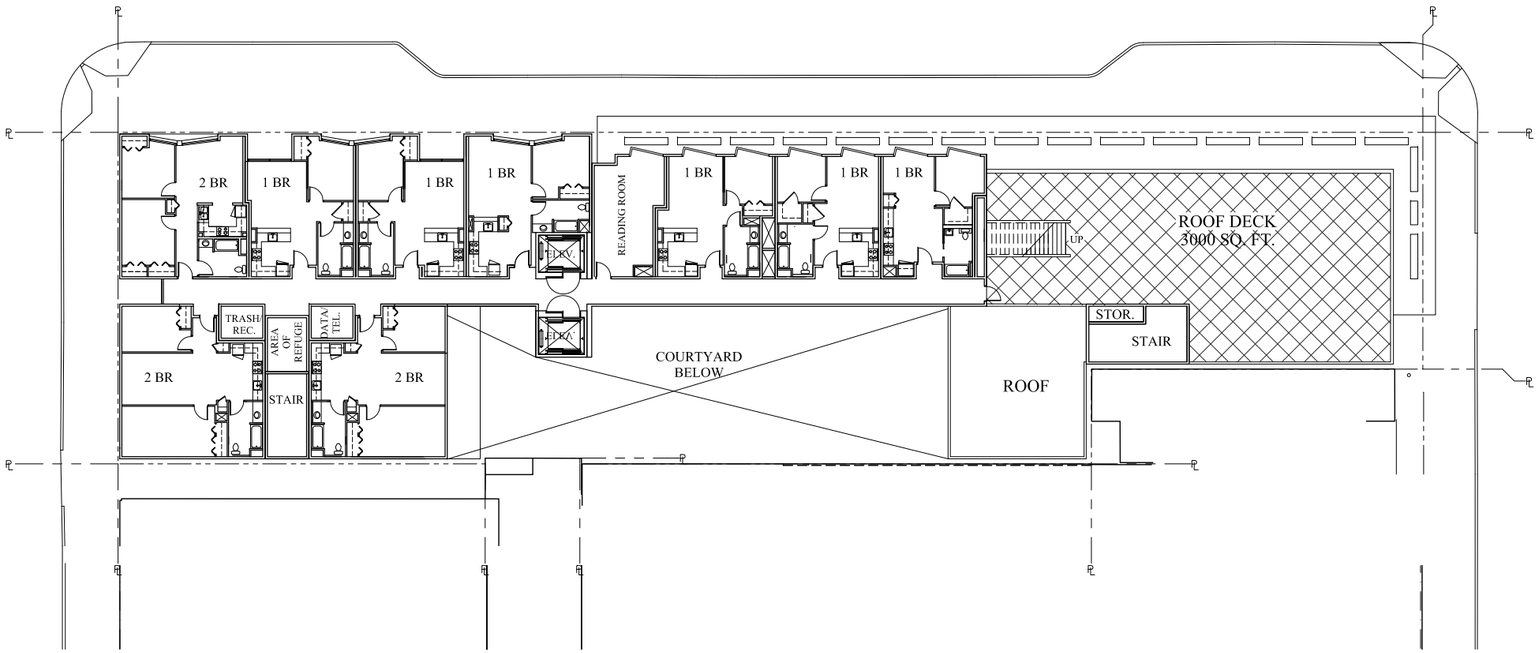

NORTH

LEVEL 7 PLAN

Figure prepared: July 8, 2010

Sansome & Broadway Family Housing

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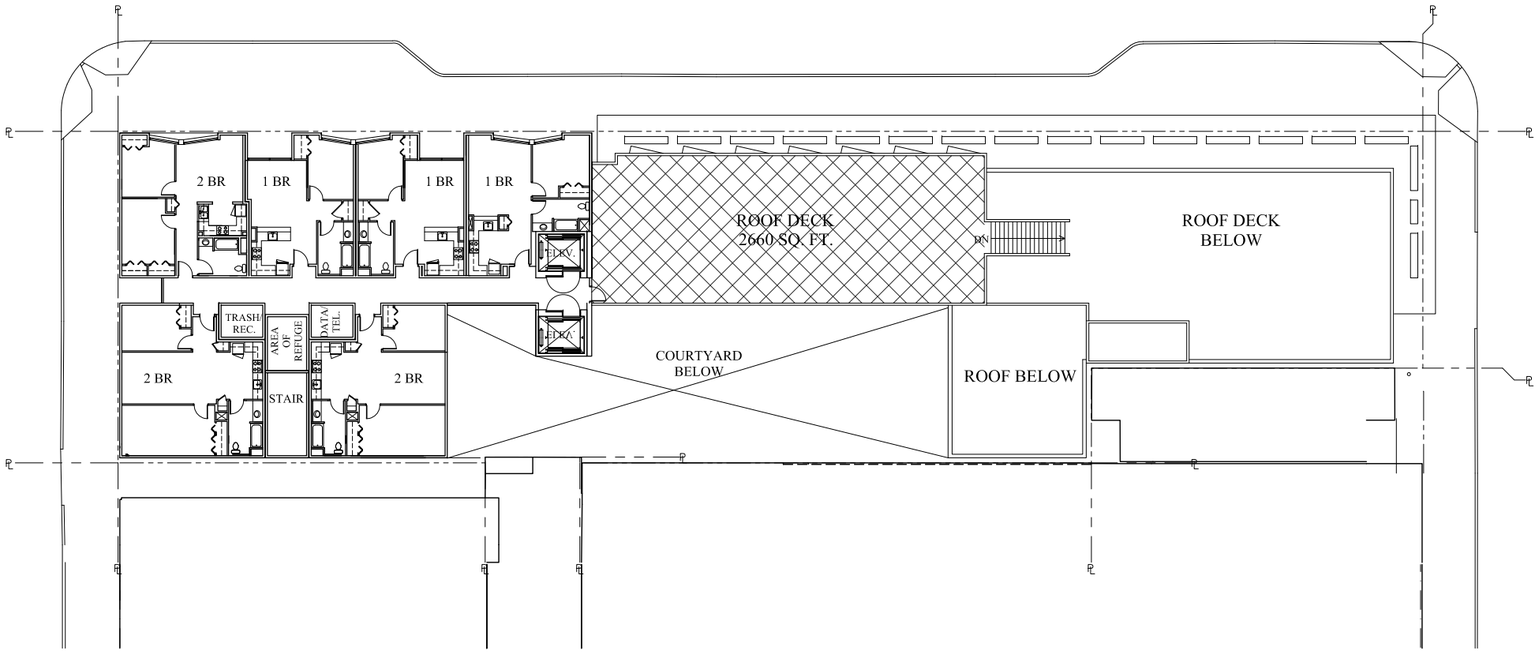

NORTH

LEVEL 8 PLAN

Figure prepared: July 9, 2010

Sansome & Broadway Family Housing

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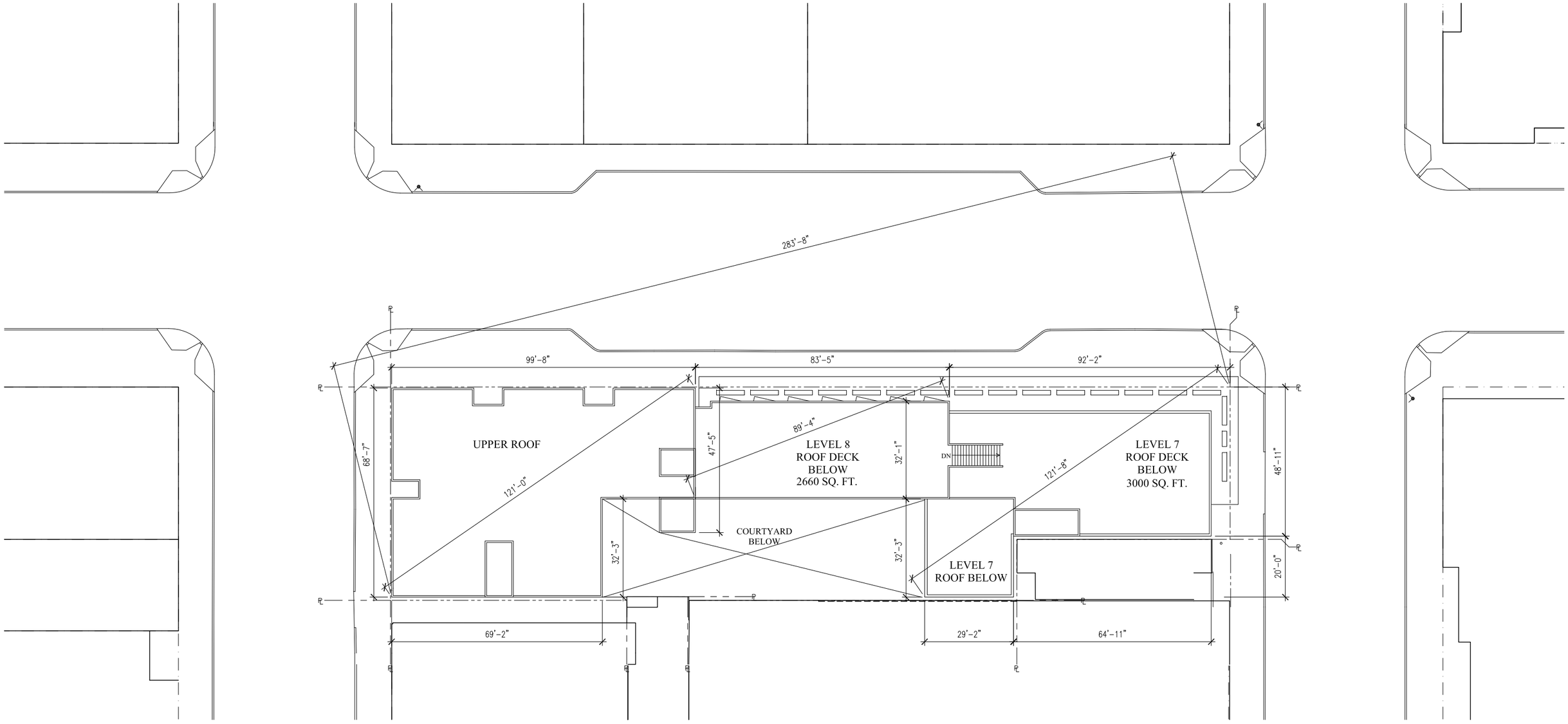
SCALE: 1/32" = 1' - 0"



NORTH

ROOF PLAN

Figure prepared: July 9, 2010

Sansome & Broadway Family Housing

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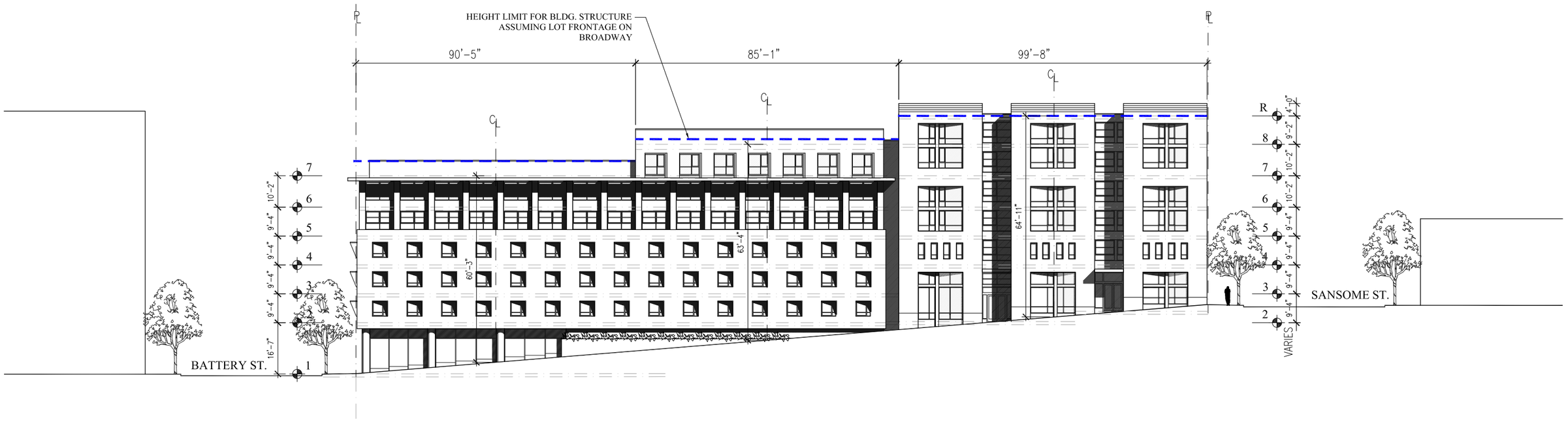

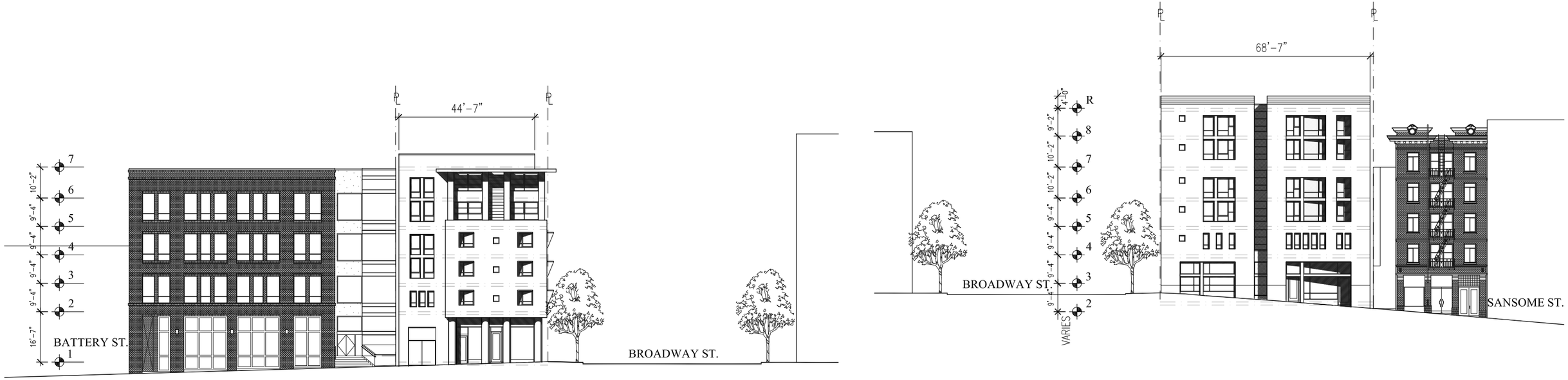

Sansome & Broadway Family Housing

0 16' 32'

SCALE: 1/32" = 1' - 0"

Figure prepared: July 9, 2010

SOLOMON ★ E.T.C.