



SAN FRANCISCO PLANNING DEPARTMENT

Executive Summary Planning Code and Zoning Map Amendments General Plan Referral

HEARING DATE: APRIL 22, 2010

Date: April 8, 2010
Case No.: **2008.1398 RTZ**
Project Address: **150 OTIS STREET**
Zoning: P (Public Use District)
Proposed Zoning: Veterans Commons Special Use District
Height/Bulk: 85-X
Proposed Ht/Bulk: 125-X
Block/Lot: 3513/007
Project Sponsor: Kim Piechota, Chinatown Community Development Center
Staff Contact: Diego R Sánchez – (415) 575-9082
diego.sanchez@sfgov.org
Recommendation: **Approval to Board of Supervisors**

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PROJECT DESCRIPTION

The proposed Ordinance would amend the Planning Code to establish the Veterans Commons Special Use District for the property at 150 Otis (Lot 007 in Assessor's Block 3513) and amend the City Zoning Map to change the height district from 85 to 125 feet, reflecting the boundaries of the Veterans Commons Special Use District. The amendments would facilitate the conversion of an existing structure currently used as a seasonal homeless shelter and City storage into 76 units of permanently affordable housing for formerly homeless veterans and a resident manager and accompanying social service space on lower floors for the residents of the development.

The proposed Special Use District utilizes the zoning controls of the Residential, Transit Oriented (RTO) District and will allow the proposed project on the identified site. As part of the SUD the project will be exempt from the controls regarding rear yard, usable open space, dwelling unit exposure, bicycle parking, dwelling unit mix and density restrictions. The SUD will also allow the lower floors to be used to provide social services to the residents of the proposed project.

SITE DESCRIPTION AND PRESENT USE

The subject property is located mid-block on the west side of Otis Street between McCoppin Street and Duboce Avenue, within the Market and Octavia Neighborhood Plan area. The existing structure, originally constructed in 1916 as the Juvenile Court and Detention Home, has nine stories with an elevated entry fronting Otis Street. The site is currently used as a seasonal shelter for homeless adult males and as storage for the City of San Francisco.

SURROUNDING PROPERTIES AND NEIGHBORHOOD

The subject property is located within the Market and Octavia Plan area. Immediately to the west of the property are buildings owned and operated by the City of San Francisco, including the Human Services Agency building. Further west are residential structures, primarily multi-family buildings. To the east, opposite Otis Street, are buildings that house other City Agencies, including the Department of Building Inspection, the Department of Public Works – Bureau of Construction Management and Engineering and the Planning Department. Further to the south of the site is the Central Freeway, separating the northern end of the Mission District from this portion of the Market and Octavia Plan area. To the north are properties used for commercial and institutional purposes including City College of San Francisco.

ENVIRONMENTAL REVIEW

On April 20, 2010 a Final Negative Declaration, Case No 2008.1398E, was prepared and published for public review. The Planning Department determined the project to have no significant effect on the environment pursuant to the California Environmental Quality Act (“CEQA”).

HEARING NOTIFICATION

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

PUBLIC COMMENT

- As of the date of this document, the Department is not aware of any opposition to this project.

ISSUES AND OTHER CONSIDERATIONS

- The current zoning, P (Public Use), will not allow a project that is not wholly owned and operated by a public agency. The creation of the SUD, utilizing the zoning controls of the Residential, Transit Oriented (RTO) District, will allow the proposed project on the identified site. Without such an amendment to the Planning Code the proposed project could not go forward.
- Being a property identified as surplus City property, the redevelopment of this site is an effort between multiple city agencies including the Department of Real Estate, the Mayor’s Office on Housing and the Planning Department to provide housing for a population in need of permanently affordable housing.
- The subject property is designated as City Landmark #248 pursuant to Article 10 of the Planning Code and exterior alterations are subject to review and approval of the Historic Preservation Commission (HPC) of a Certificate of Appropriateness. Accordingly, at their regularly

scheduled April 21, 2010 hearing, the HPC approved with conditions a Certificate of Appropriateness for the proposed Project.

REQUIRED COMMISSION ACTION

The Commission may approve, or approve in part, or disapprove the proposed Planning Code Text Amendment, Zoning Map change and General Plan Referral.

BASIS FOR RECOMMENDATION

- The proposal will facilitate the establishment of 76 units of permanently affordable housing for formerly homeless veterans and a resident manager and will allow the addition of a new elevator tower, among other accessibility upgrades. This type of housing is of vital importance to the general welfare of the City and its inhabitants.
- The proposal includes a number of energy efficiency, building systems, seismic system and accessibility upgrades to a publicly held building. The retrofitting of public buildings, and in particular seismic retrofitting, is of great importance to City.
- The proposal is part of the Surplus City Property Ordinance which is intended to foster greater inter-agency effort to identify and redevelop City held sites and promotes a much higher and better use of publically held property than the current uses.
- The proposal is, on balance, consistent with the General Plan.

RECOMMENDATION:	Approval to the Board of Supervisors of Text and Map Changes to the Planning Code to create the Veterans Commons Special Use District with a 125-X height and bulk district; Approval of the General Plan Referral
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Attachment Checklist

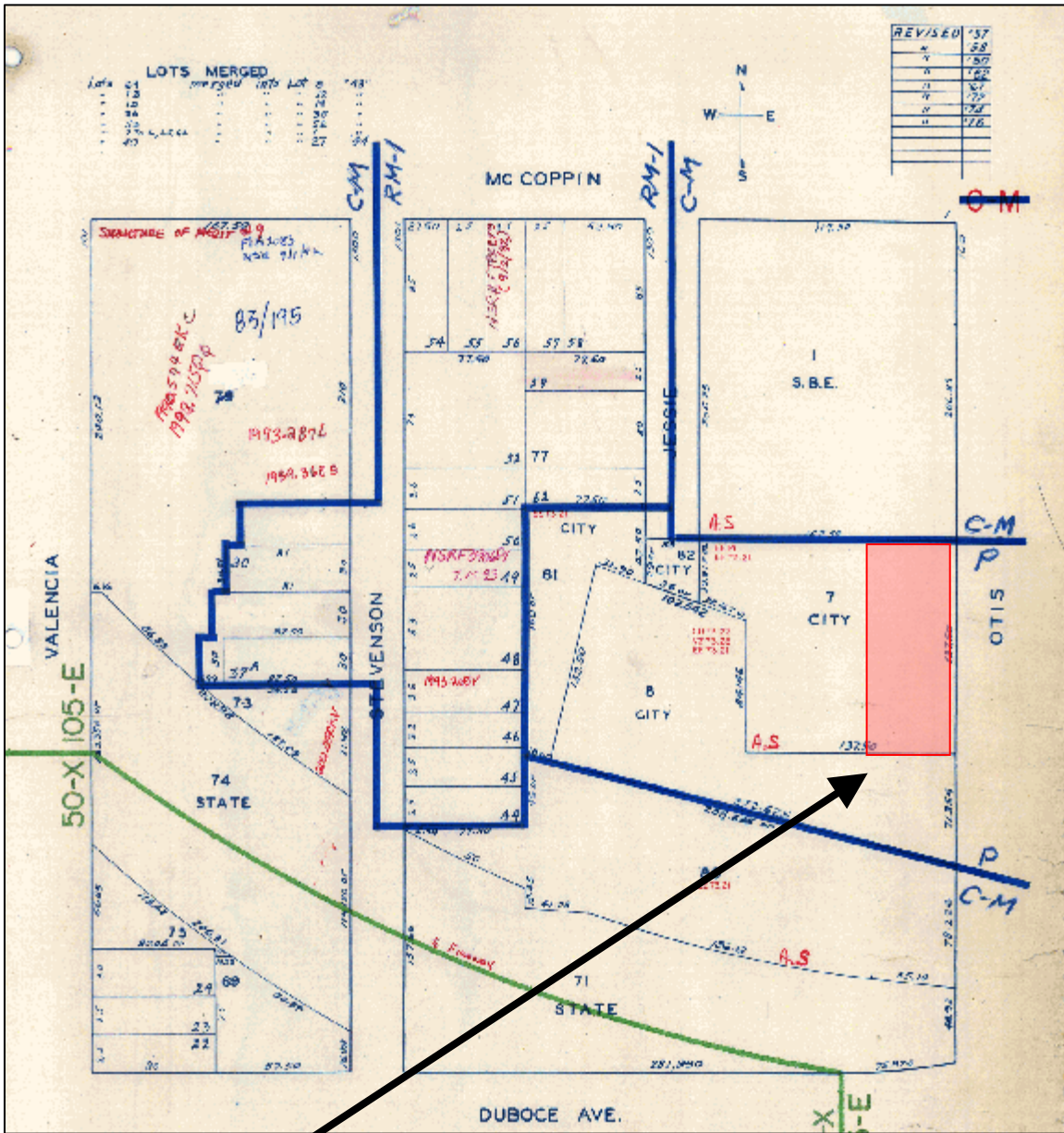
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|---|--|
| <input checked="" type="checkbox"/> Executive Summary | <input checked="" type="checkbox"/> Draft Commission Resolution |
| <input checked="" type="checkbox"/> Parcel Map | <input checked="" type="checkbox"/> Proposed Ordinance |
| <input checked="" type="checkbox"/> Sanborn Map | <input checked="" type="checkbox"/> General Plan Referral Draft Motion |
| <input checked="" type="checkbox"/> Aerial Photo | <input checked="" type="checkbox"/> Project sponsor submittal |
| <input checked="" type="checkbox"/> Context Photo | Drawings: <u>Existing Conditions</u> |
| <input checked="" type="checkbox"/> Zoning District Map | <input checked="" type="checkbox"/> Check for legibility |
| <input checked="" type="checkbox"/> SUD Map | Drawings: <u>Proposed Project</u> |
| <input checked="" type="checkbox"/> Height & Bulk Map | <input checked="" type="checkbox"/> Check for legibility |
| <input checked="" type="checkbox"/> Environmental Determination | |

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

Planner's Initials

DRS: G:\DOCUMENTS\Rezoning\150 Otis\150 Otis Executive Summary.doc

Parcel Map

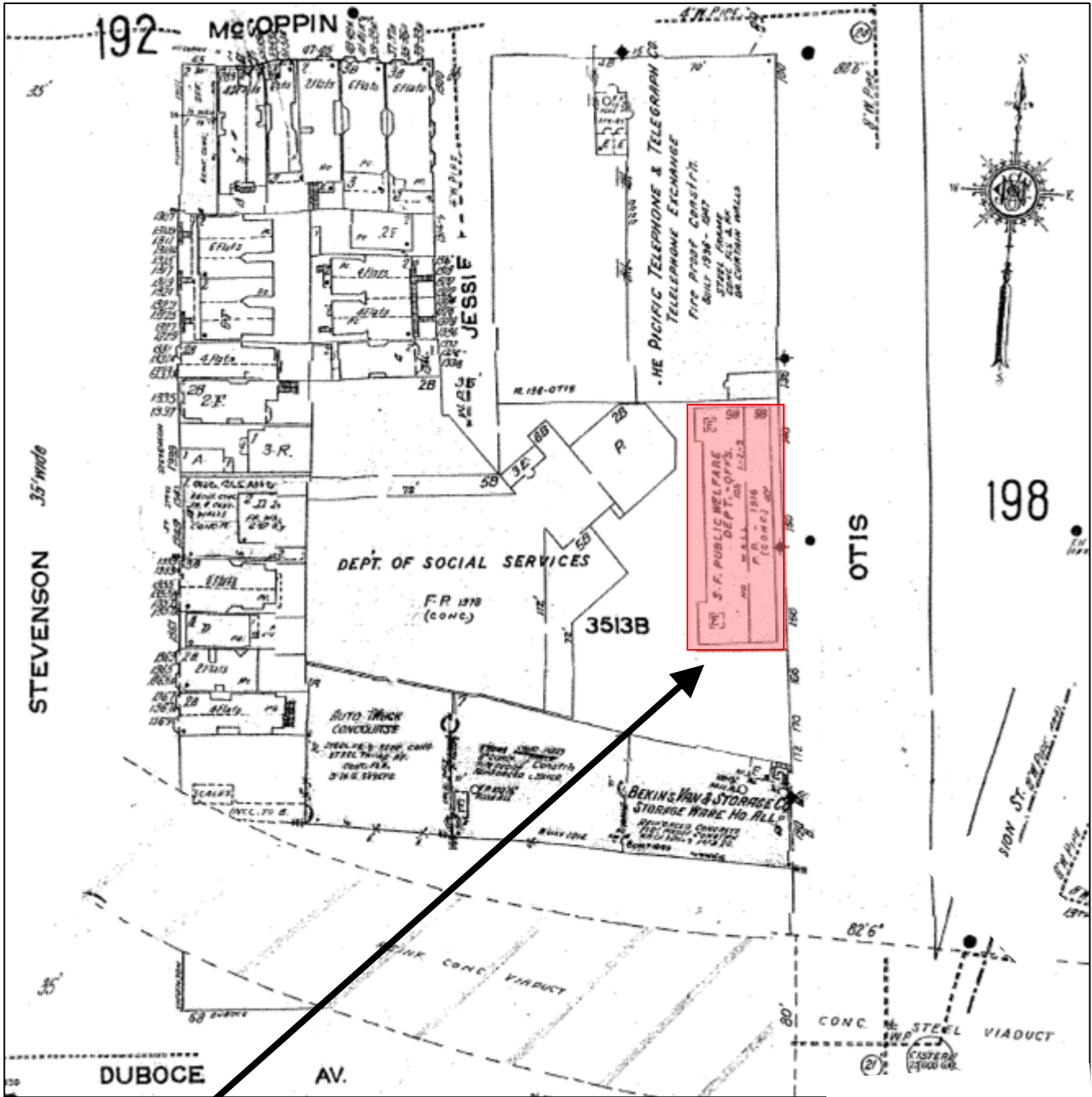


SUBJECT PROPERTY



Text and Map Change
 Case Number 2008.1398TZ
 Veterans Commons Special Use District
 150 Otis Street

Sanborn Map*



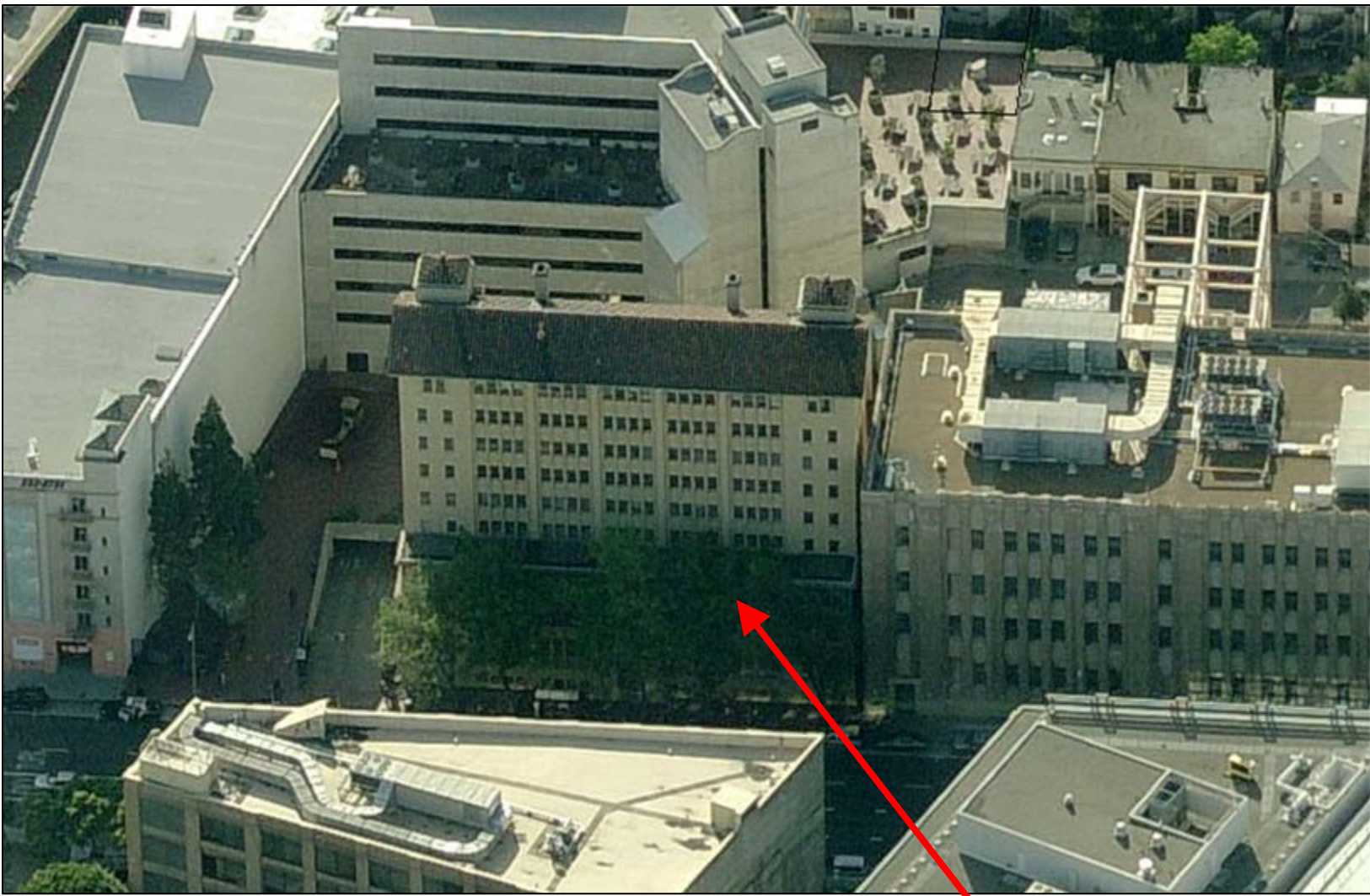
SUBJECT PROPERTY

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



Text and Map Change
 Case Number 2008.1398TZ
 Veterans Commons Special Use District
 150 Otis Street

Aerial Photo



SUBJECT PROPERTY



Text and Map Change

Case Number 2008.1398TZ

Veterans Commons Special Use District

150 Otis Street

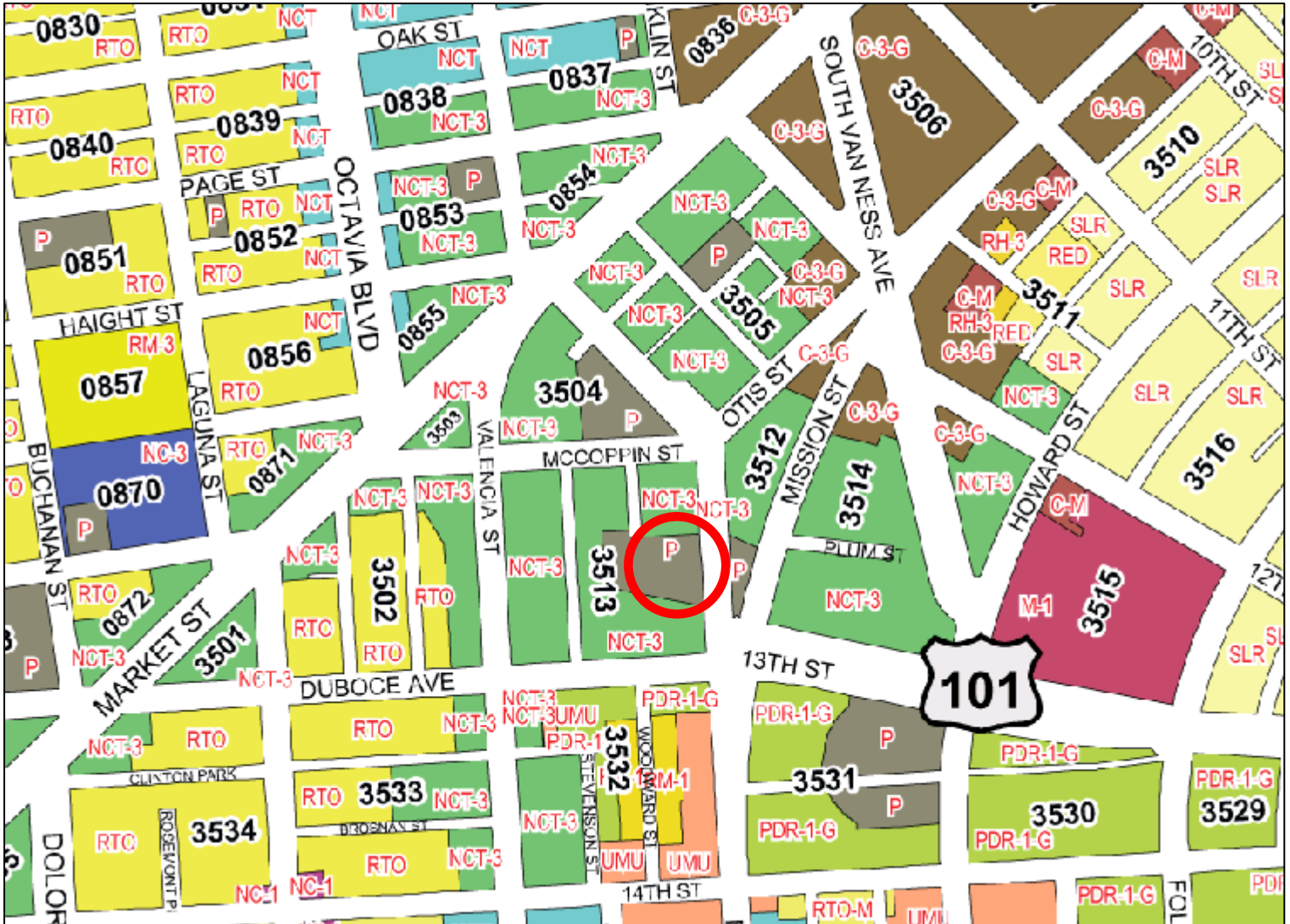
Context Photos



SUBJECT PROPERTY

Text and Map Change
Case Number 2008.1398TZ
Veterans Commons Special Use District
150 Otis Street

Zoning Map



ZONING USE DISTRICTS

RESIDENTIAL, HOUSE DISTRICTS

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

RESIDENTIAL, MIXED (APARTMENTS & HOUSES) DISTRICTS

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

NEIGHBORHOOD COMMERCIAL DISTRICTS

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

SOUTH OF MARKET MIXED USE DISTRICTS

SPD RED RSD SLR SLI SSO

COMMERCIAL DISTRICTS

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

INDUSTRIAL DISTRICTS

C-M M-1 M-2

CHINATOWN MIXED USE DISTRICTS

CRNC CVR CCB

RESIDENTIAL-COMMERCIAL DISTRICTS

RC-3 RC-4

REDEVELOPMENT AGENCY DISTRICTS

MB-RA HP-RA

DOWNTOWN RESIDENTIAL DISTRICTS

RH DTR TB DTR

MISSION BAY DISTRICTS

MB-OS MB-O

PUBLIC DISTRICT

P



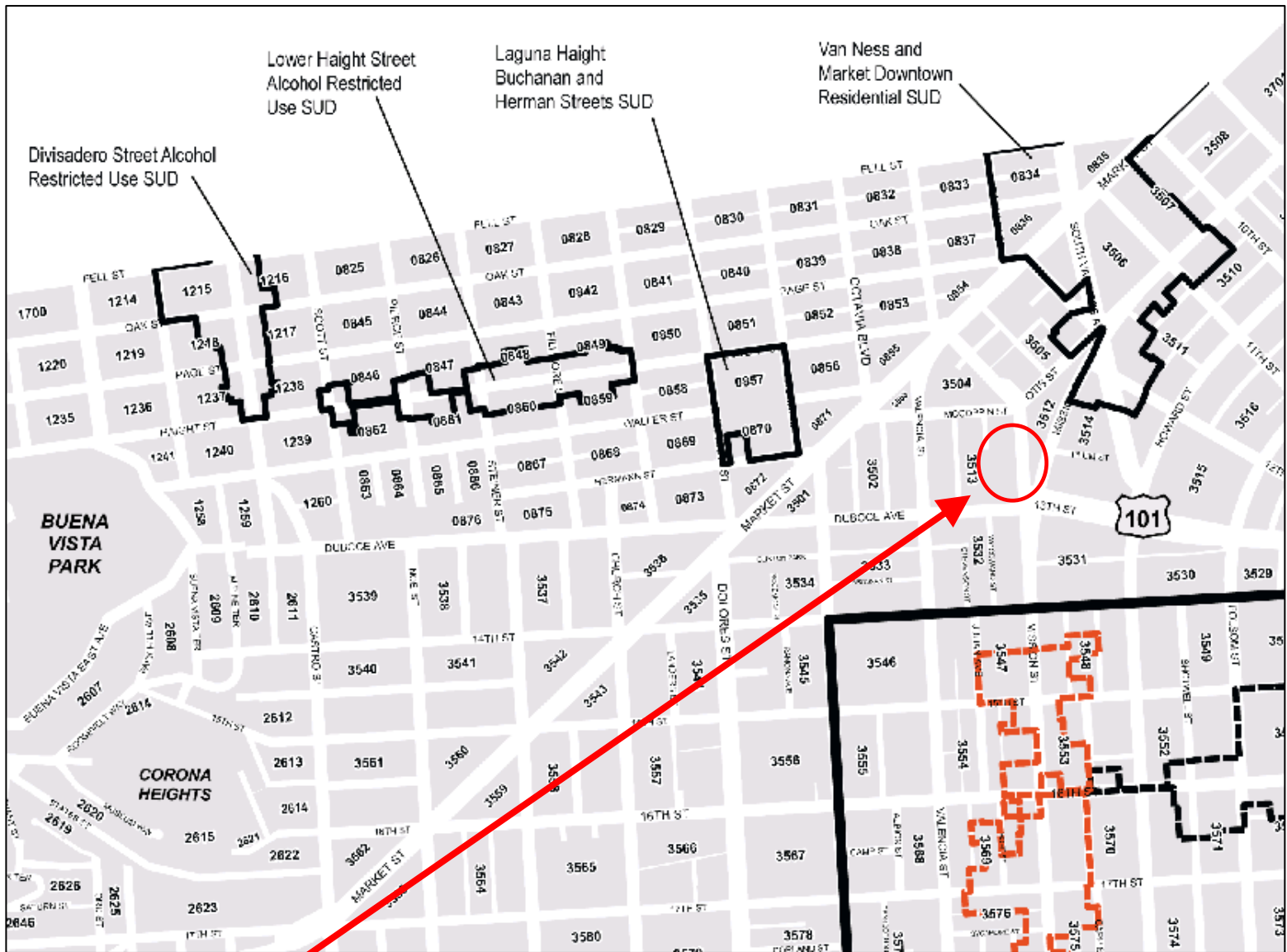
Text and Map Change

Case Number 2008.1398TZ

Veterans Commons Special Use District

150 Otis Street

Special Use District Map



SUBJECT PROPERTY



Text and Map Change
Case Number 2008.1398TZ
Veterans Commons Special Use District
150 Otis Street



SAN FRANCISCO PLANNING DEPARTMENT

Preliminary Negative Declaration

Date: March 31, 2010
Case No.: **2008.1398E**
Project Title: **150 Otis Street – Veterans Commons**
Zoning: P (Public) Use District
85-X Height and Bulk District
Block/Lot: 3513/007
Lot Size: 20,303 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
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PROJECT DESCRIPTION:

The project site is located on the west side of Otis Street on the block bounded by McCoppin Street to the north, Duboce Street and the Central Freeway to the south, and Stevenson Street to the west in the Market/Octavia Plan Area. The site contains a nine-story, approximately 116-foot-high, 51,976-square-foot (sf) City-owned building. Constructed in 1916 as the Juvenile Court and Detention Home, the property has been designated as San Francisco Landmark No. 248. The lower three levels of the building are currently used as a seasonal homeless shelter, and the upper six levels are used for City storage. The proposed project involves interior and exterior renovations to create 75 units of affordable permanent housing for homeless veterans and one manager's unit (49,314 sf), and support service offices and community space (7,283 sf). The area of the building would increase by 4,621 sf; the building height would remain the same. The project also includes replacement of all non-original windows, the addition of an exterior elevator shaft at the rear of the building that would not extend beyond the existing building height, and reconfiguration of the entryway.

The project would require the following approvals: (1) Zoning Map and Planning Code Text Amendments for the creation of a Special Use District that would overlay the existing Public Use zoning (to allow for the development of housing consistent with RTO (Residential, Transit-Oriented) Zoning), and to address Planning Code exceptions including open space, exposure, bicycle parking, and rear yard requirements, (2) a Zoning Map Amendment for a height reclassification to 125 feet (to accommodate the elevator shaft), (3) a lot line adjustment for removal of the encroachment of an auditorium and underground garage associated with 170 Otis Street (the San Francisco Human Services Agency building), and (4) a Certificate of Appropriateness for alteration to a City Landmark. The project is also subject to review under Section 106 of the National Historic Preservation Act.

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.

cc: Kim Piechota, Chinatown Community Development Center – Project Sponsor
Joan McNamara, Mayor’s Office of Housing
Supervisor Chris Daly, District 6
John Malamut, City Attorney’s Office
Distribution List
Bulletin Board
Master Decision File

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INITIAL STUDY

2008.1398E – 150 Otis Street – Veterans Commons

A. PROJECT DESCRIPTION

Project Location and Site Characteristics

The project site (Assessor's Block 3513, Lot 007) is located on the west side of Otis Street on the block bounded by McCoppin Street to the north, Duboce Avenue and the Central Freeway to the south, and Stevenson Street to the west (see Figure 1, Project Location, p. 3). Lot 007 is a 20,303 square-foot (sf) irregular-shaped parcel. The east side of the parcel contains 150 Otis Street, a nine-story, 116.5-foot-high, 51,976-square-foot (sf) City-owned building. Constructed in 1916 as the Juvenile Court and Detention Home, the building has been designated as San Francisco Landmark No. 248. The west side (rear) of Lot 007 contains an auditorium, underground garage, and plaza associated with 170 Otis Street – the San Francisco Human Services Agency (HSA) building west of the project site on Lot 008. The HSA auditorium and underground garage encroach into Lot 007.

The subject property is zoned as a Public Use, or “P,” which allows structures and uses of the City and County of San Francisco. The lower three levels of 150 Otis Street are currently used as a seasonal homeless shelter during winter months, serving approximately 60 people between 7:00 PM and 7:00 AM. The shelter employs two daytime employees with additional staff at night when the shelter is open. The upper six levels of the building are currently used for City storage. The project site is in an 85-X height and bulk district (see Figure 2, Zoning and Height/Bulk Districts, p. 4).

Proposed Project

The proposed project involves interior and exterior renovations to the existing building to create 75 units of affordable permanent housing for homeless veterans and one manager’s unit (49,314 sf), and support service offices and community space (7,283 sf). The area of the building would increase by 4,621 sf; the building height would remain the same (See Table 1, Project Characteristics, p. 2).

All non-original windows would be replaced, and the front entryway would be reconfigured for ADA-accessible entry. In addition, an exterior fire escape and windows at the rear of the building would be removed and replaced with an elevator shaft/lobby/trash room measuring 17’ by 25’ by 110’. A raised deck and new entrances would be added at the rear of the building. The project also includes seismic

and building system upgrades; interior alterations for the building’s new use; repair of the roof; and repair/cleaning of the building exterior. The lot line on the west side of the 150 Otis Street parcel would be adjusted so that the lot line would hug the rear of the building envelope, including the proposed elevator shaft. The auditorium, underground garage, and plaza associated with 170 Otis Street would become part of Parcel 008.

The project sponsors are Chinatown Community Development Center in cooperation with Swords to Plowshares. The project goal is to provide permanent affordable rental housing for chronically homeless veterans over the age of 55, mostly those of the Vietnam-era. The facility would provide supportive services to its residents, including mental health and substance abuse counseling, geriatric health care, and social and recreational activities.

Figures 3–14, pp. 5–16, show the site plan, floor plans, and elevations for the proposed project. Figure 15, p. 16, present views of the project site. The basement level would contain building services, storage, and a vestibule leading from Otis Street to an elevator for access to the ground level. To provide an ADA-accessible entrance, one basement window would be removed and a door providing access to a vestibule and elevator would be installed in a new ground floor opening.

The ground level would contain supportive services and recreation facilities for residents. Two ground floor rear decks totaling 1,049 sf (a 593 sf south deck and a 456 sf north deck) would be aligned with the existing ground floor area and installed between the new elevator tower and existing stair towers. The second floor would contain 12 studio units and a lounge. The third level would contain 10 studio units, a laundry room, a sunroom, and a lounge. Levels 4 through 9 would each contain nine studio units.

Project construction is anticipated to last 24 months, beginning in October of 2012.

Table 1 – Project Characteristics

	Current	Proposed
Seasonal shelter	3 stories / 17,536 sf	
Storage	6 stories / 34,440 sf	
Residential	0	76 studios / 49,314 sf
Office/social service	0	7,283 sf
Total interior area	51,976	56,597

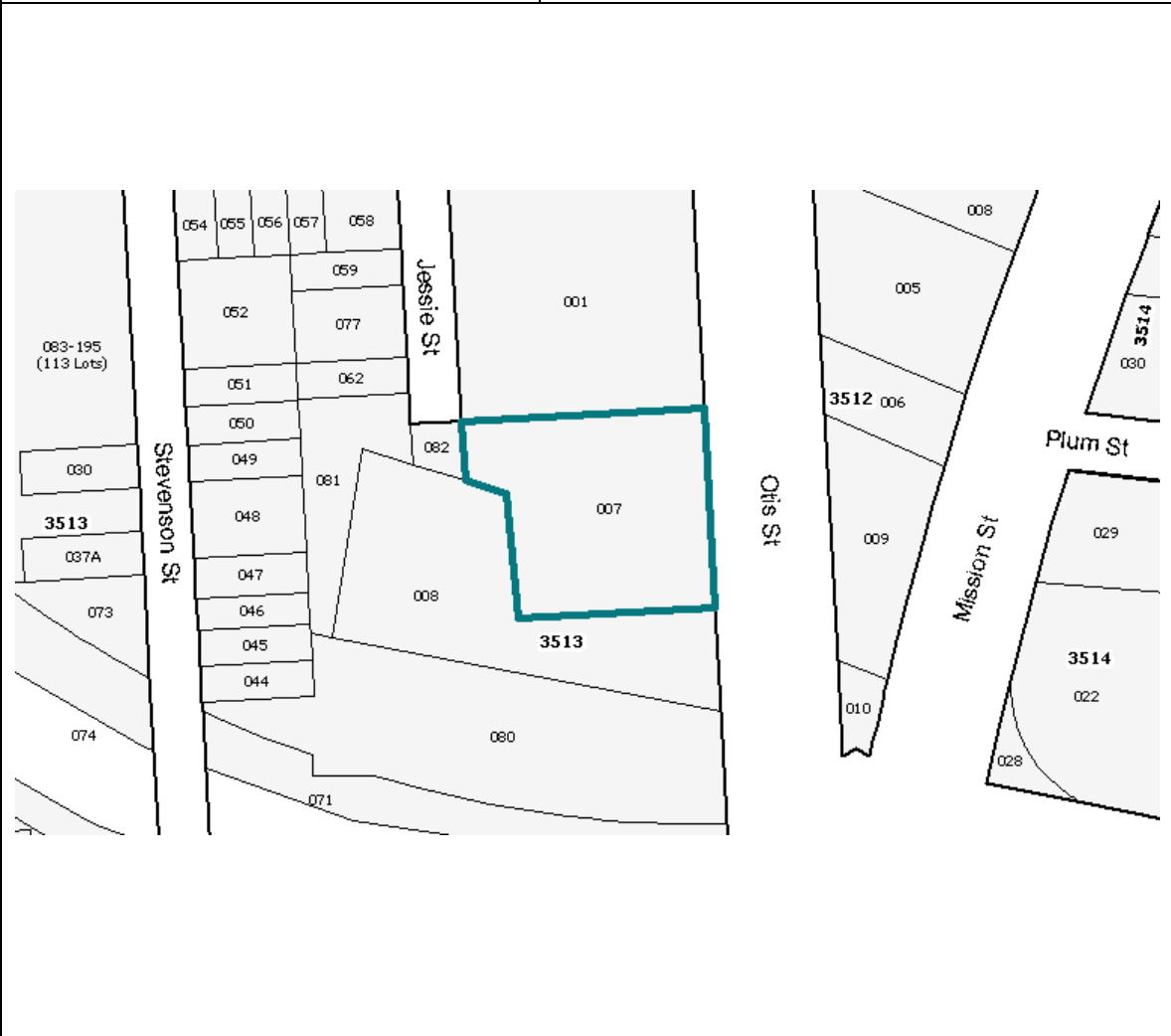


Figure 1 – Project Site Location

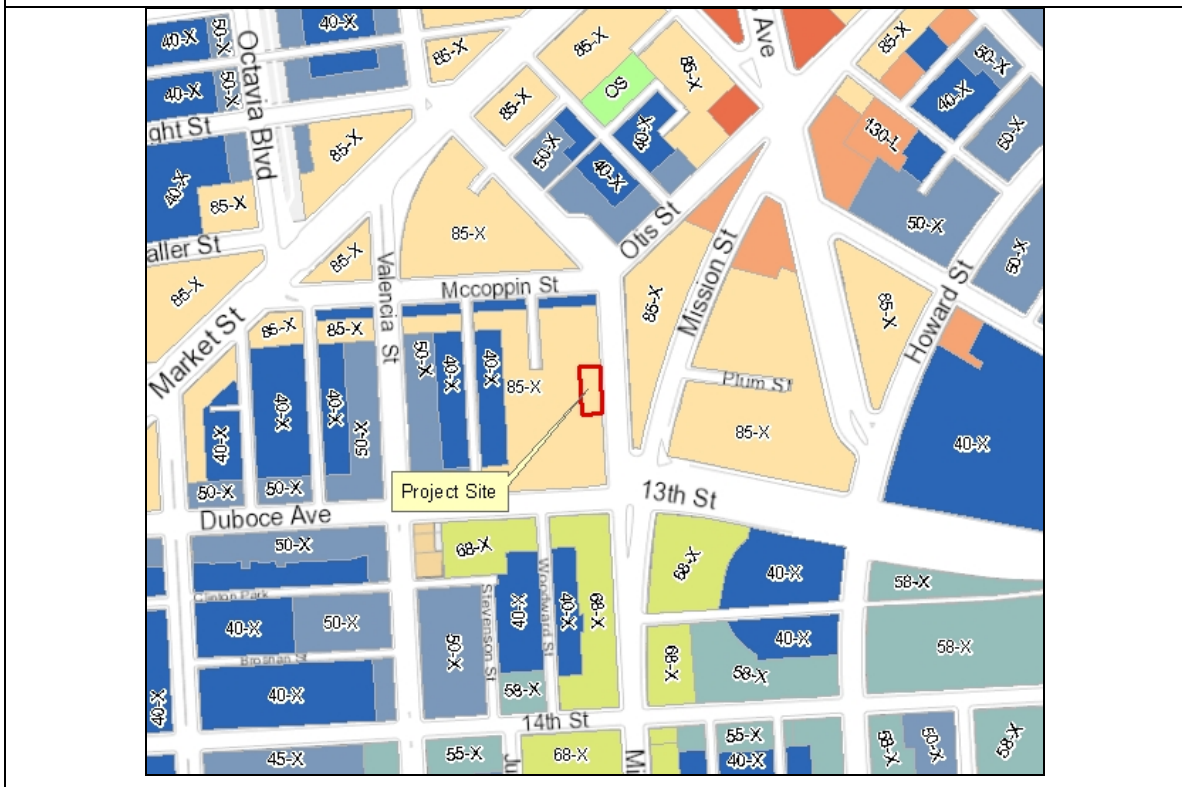
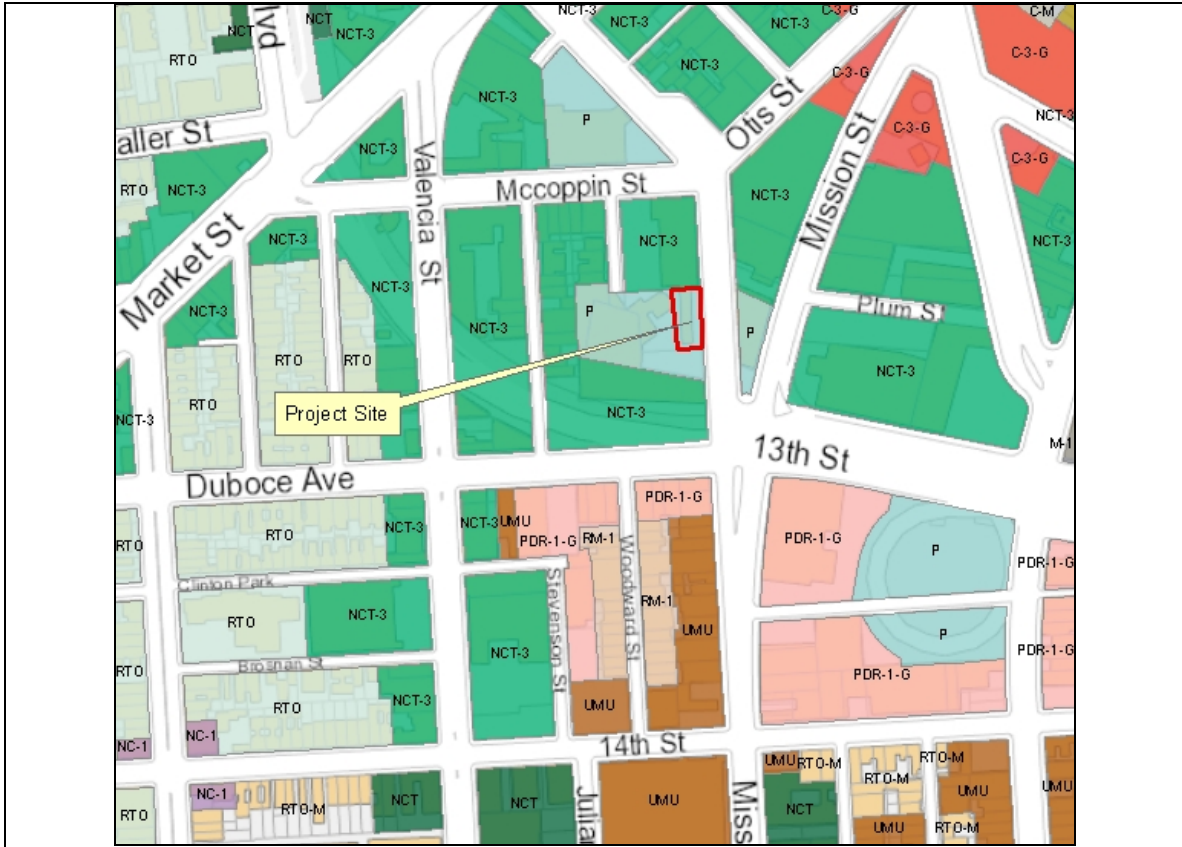
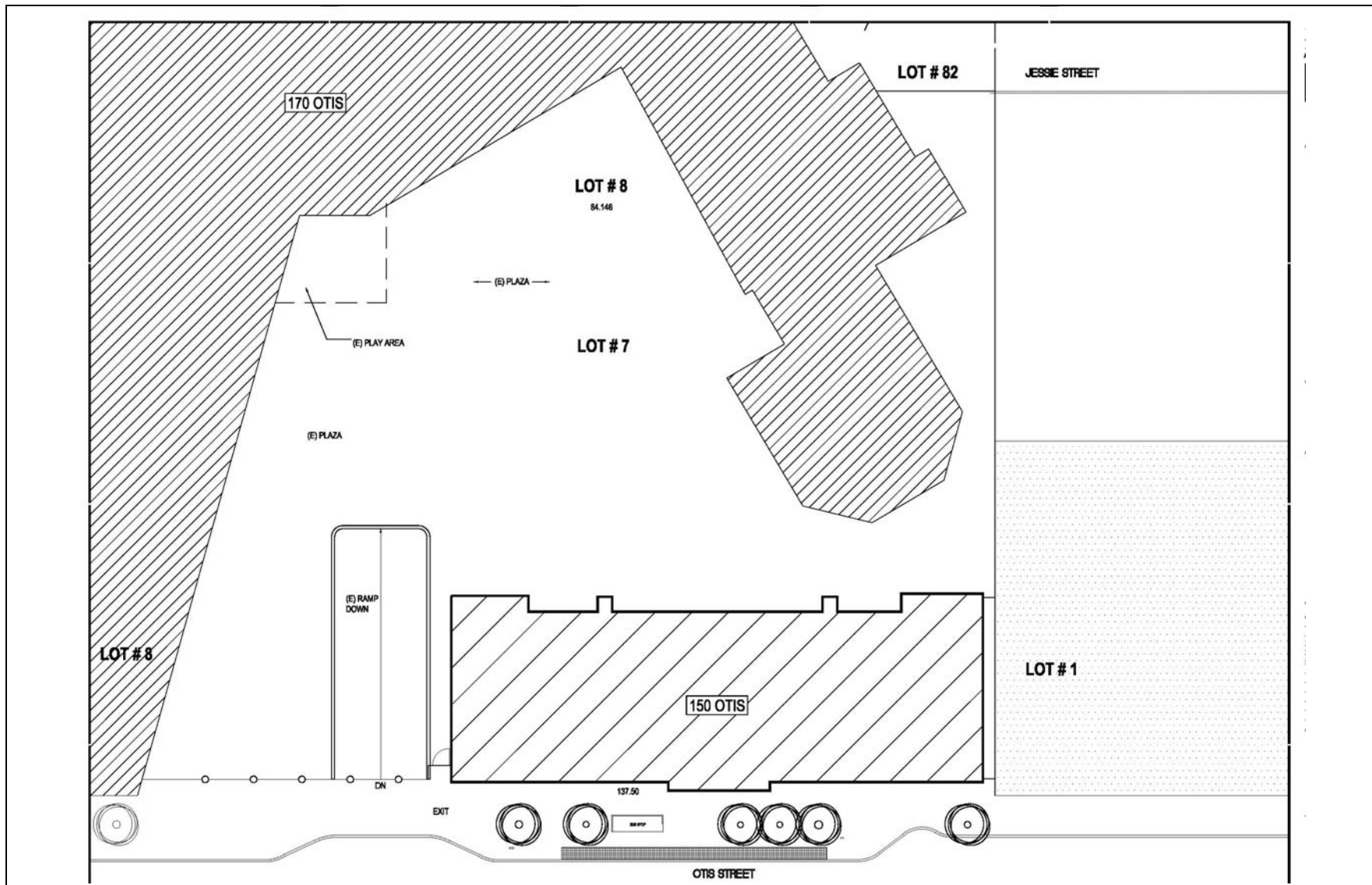


Figure 2 – Zoning and Height/Bulk Districts



Source: Gelfand Partners Architects, 2010.

Figure 3 – Existing Site Plan

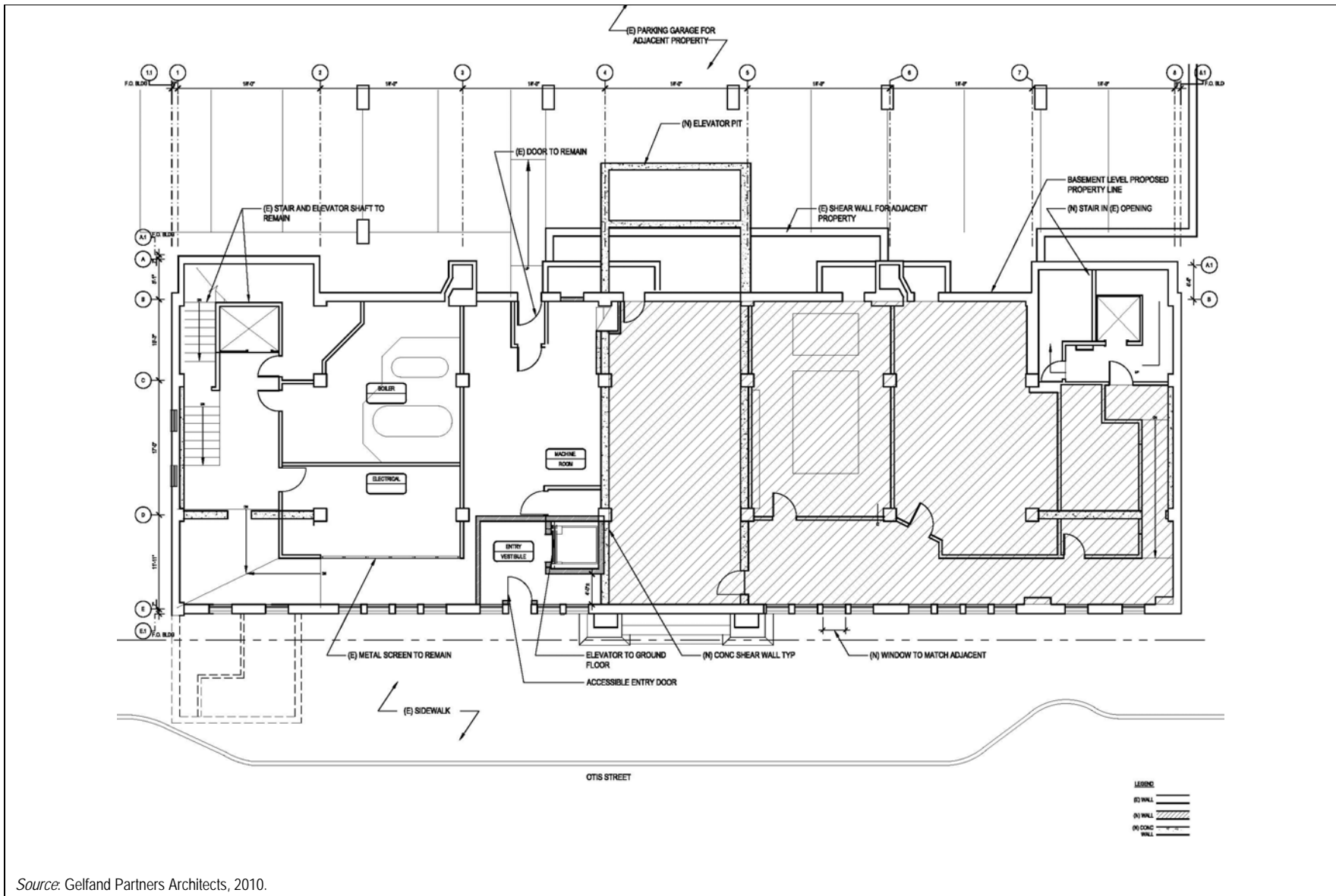
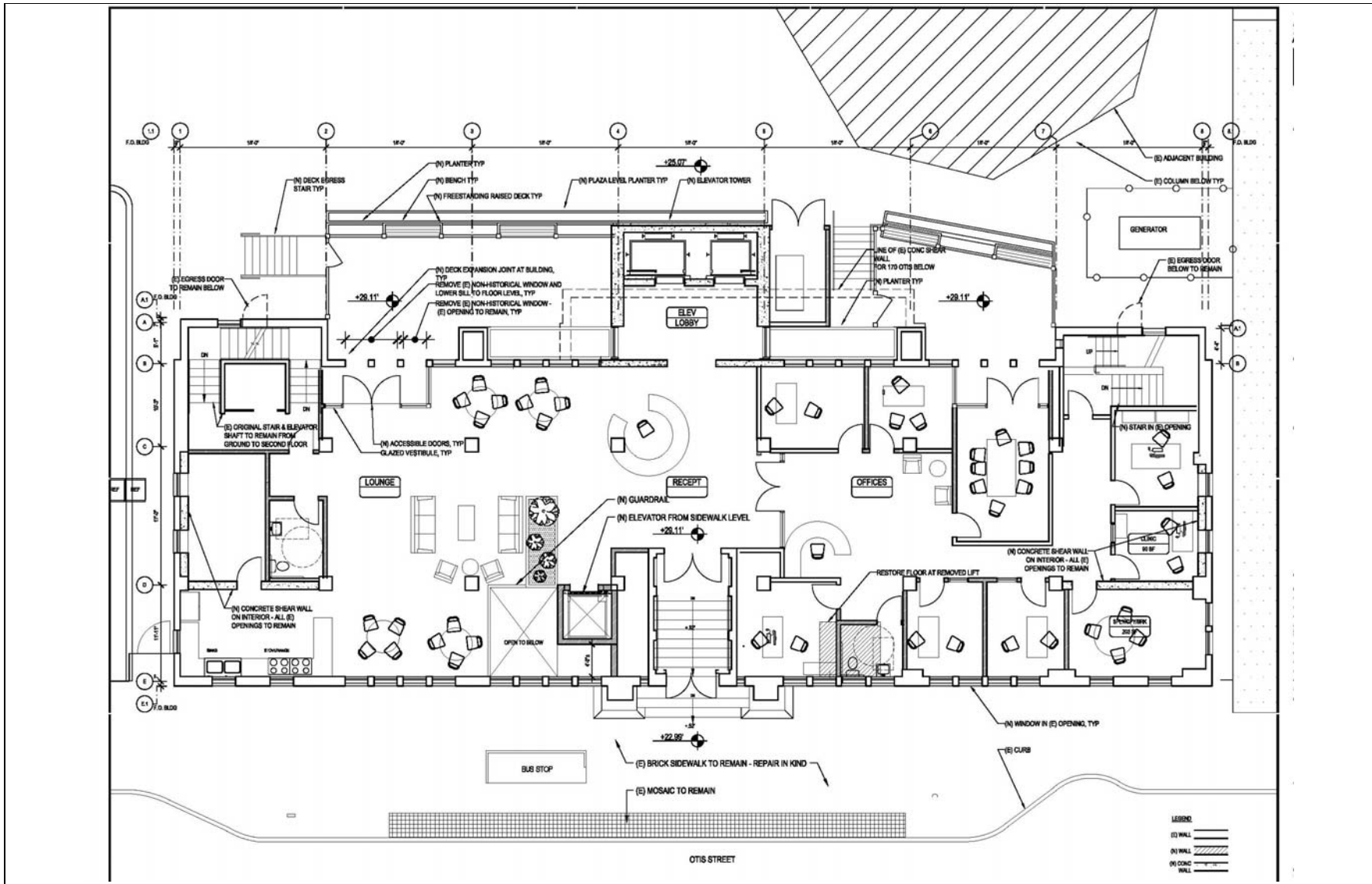
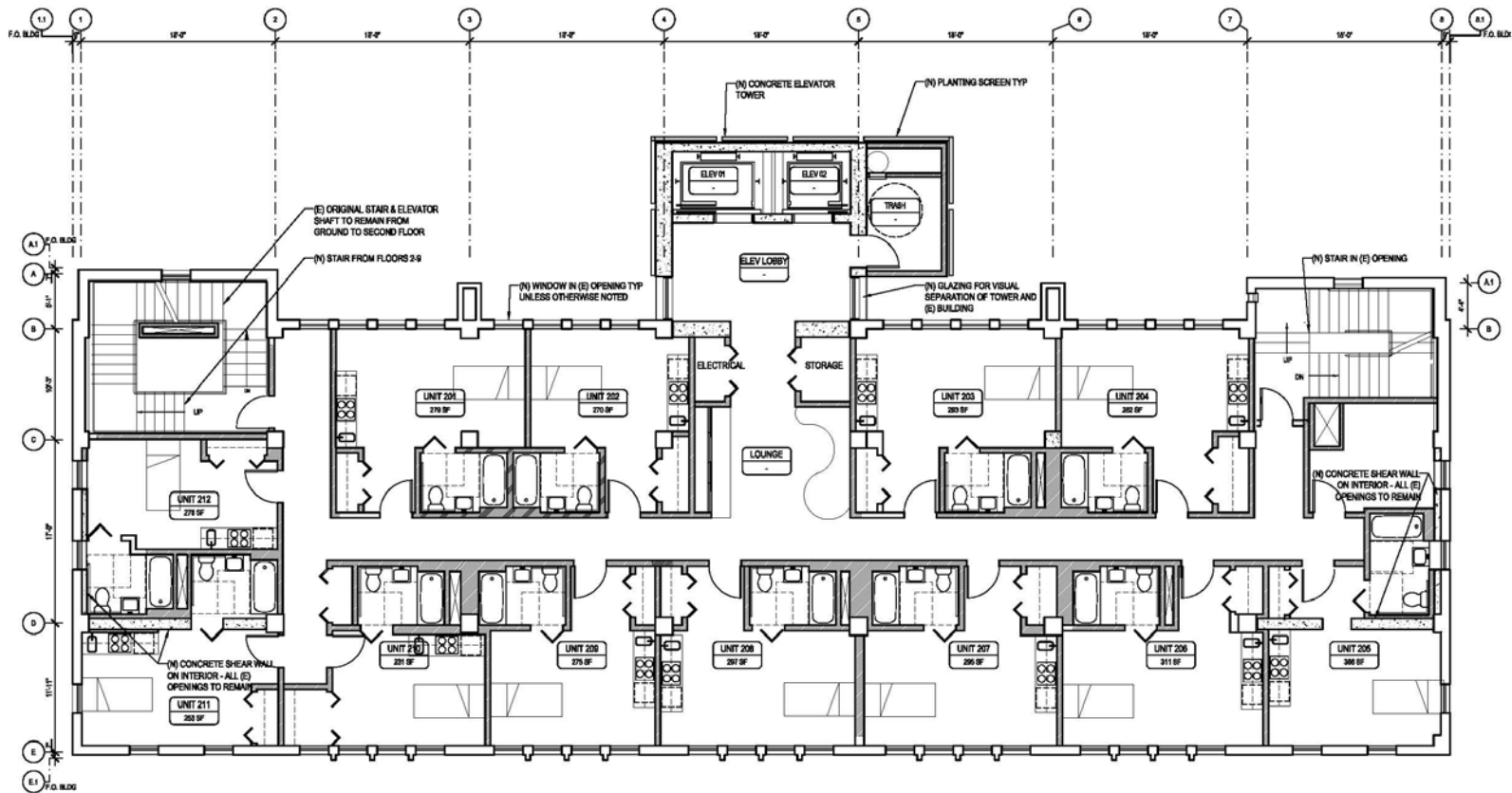


Figure 5 – Proposed Basement Plan



Source: Gelfand Partners Architects, 2010.

Figure 6 – Proposed Ground Floor Plan



Source: Gelfand Partners Architects, 2010.

Figure 7 – Proposed Second Floor Plan

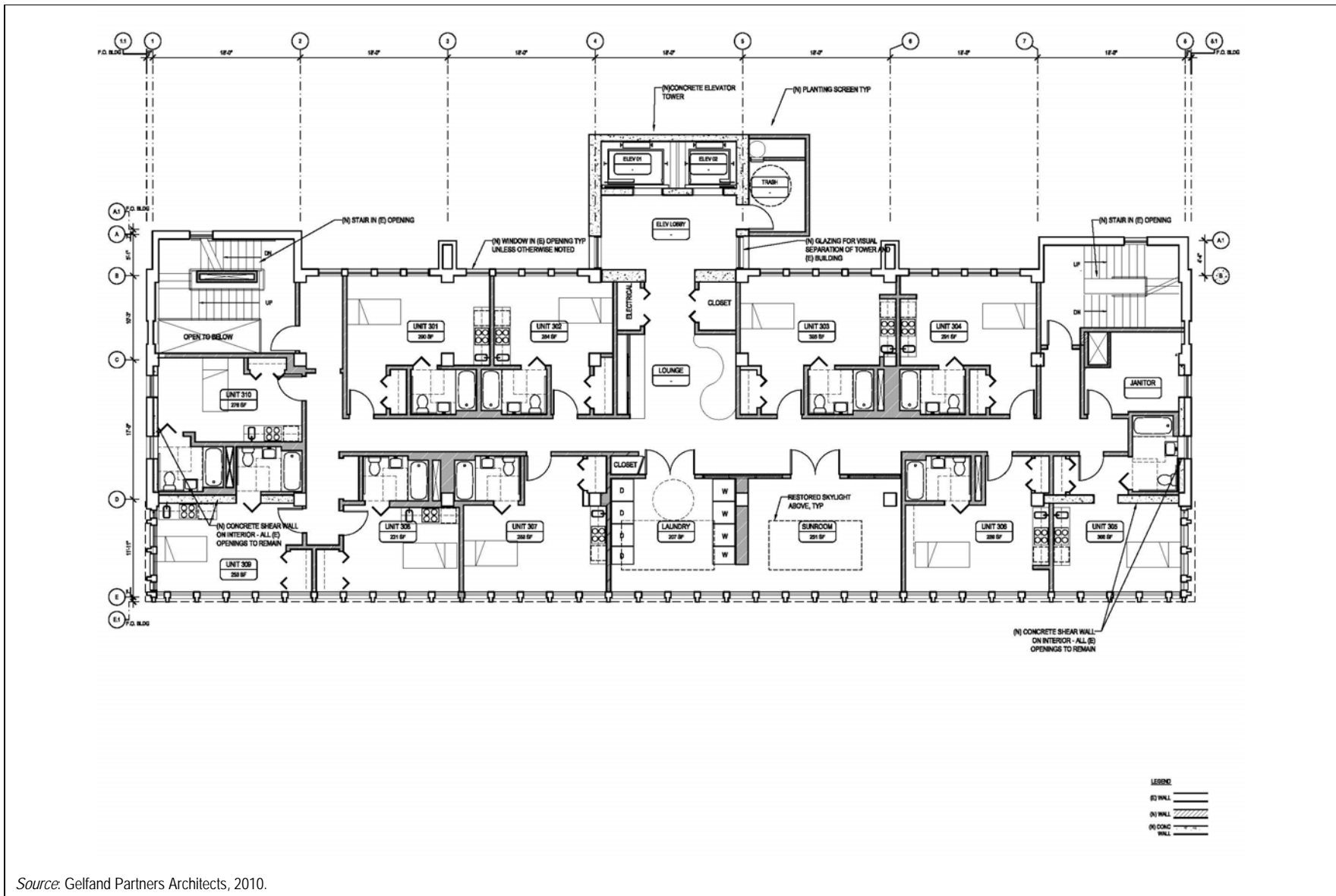
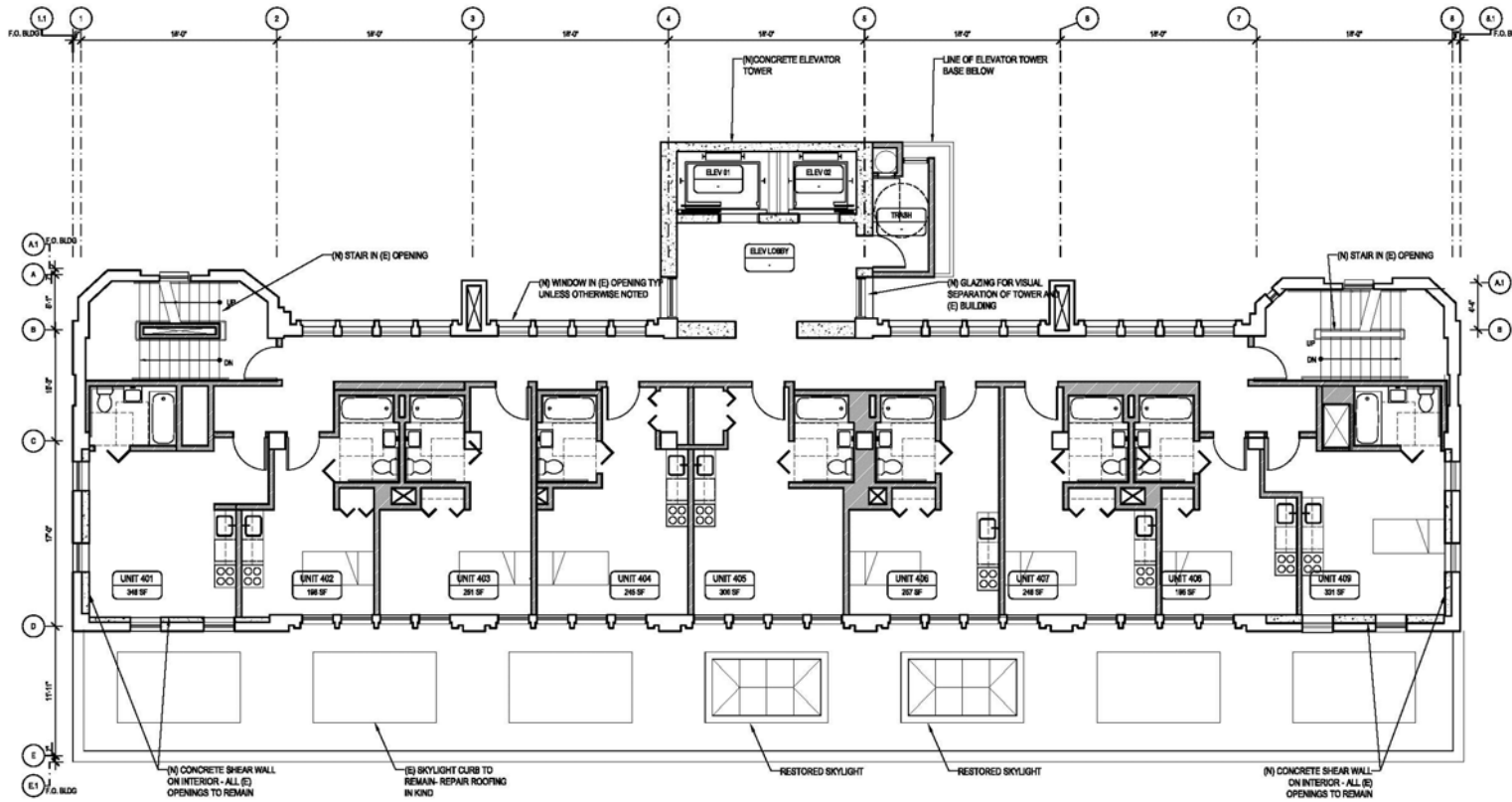
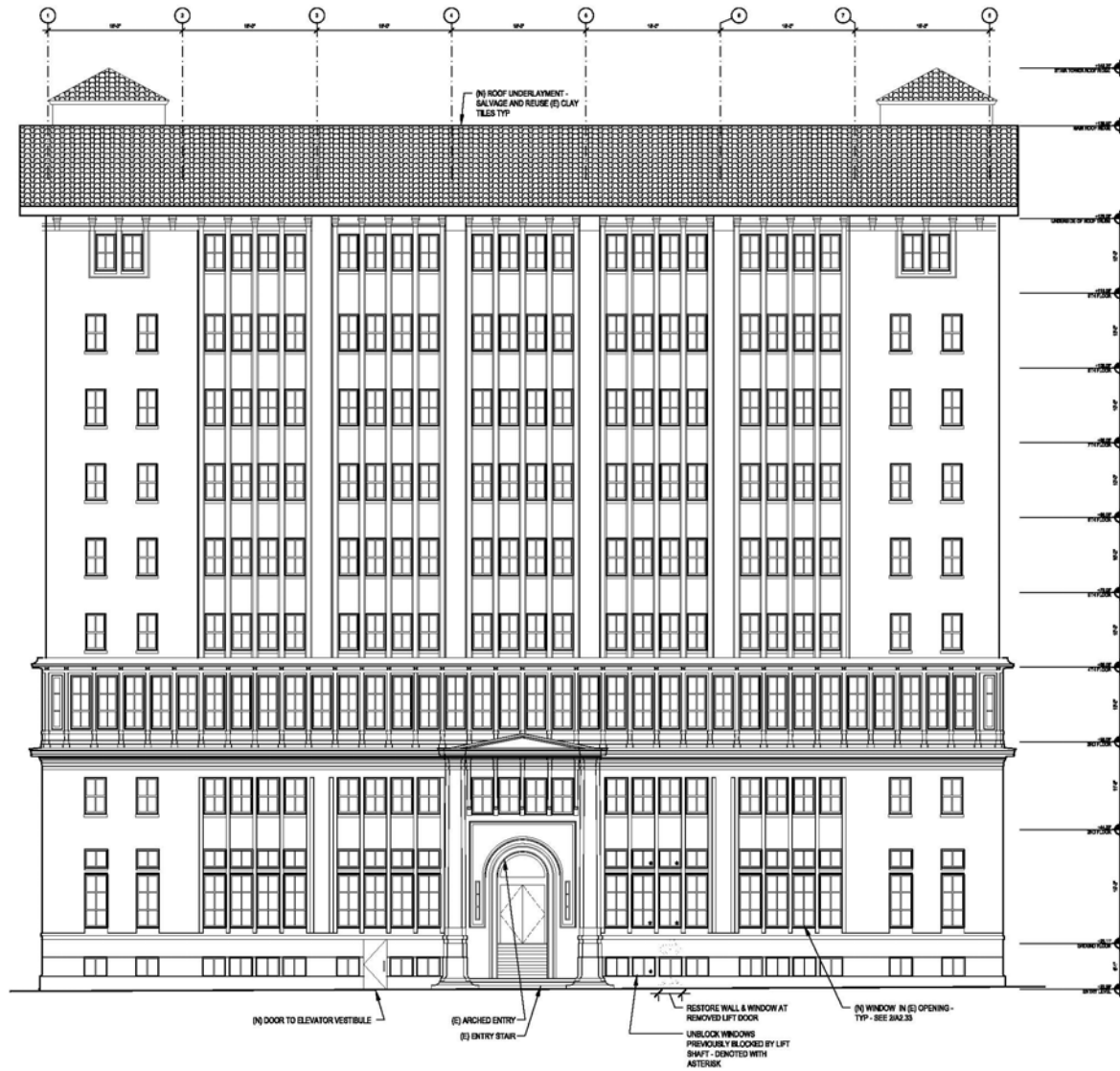


Figure 8 – Proposed Third Floor Plan



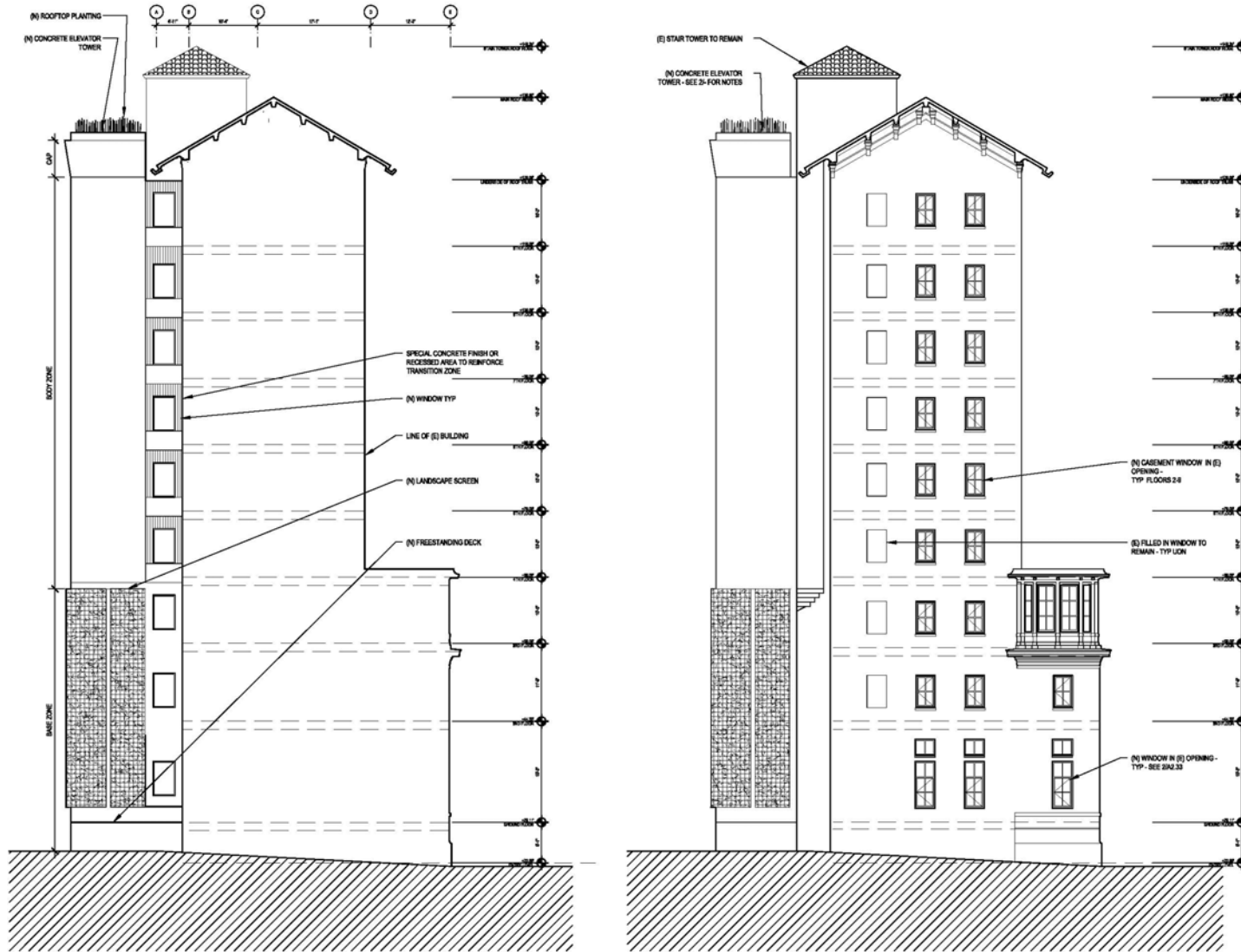
Source: Gelfand Partners Architects, 2010.

Figure 9 – Proposed Fourth Floor Plan



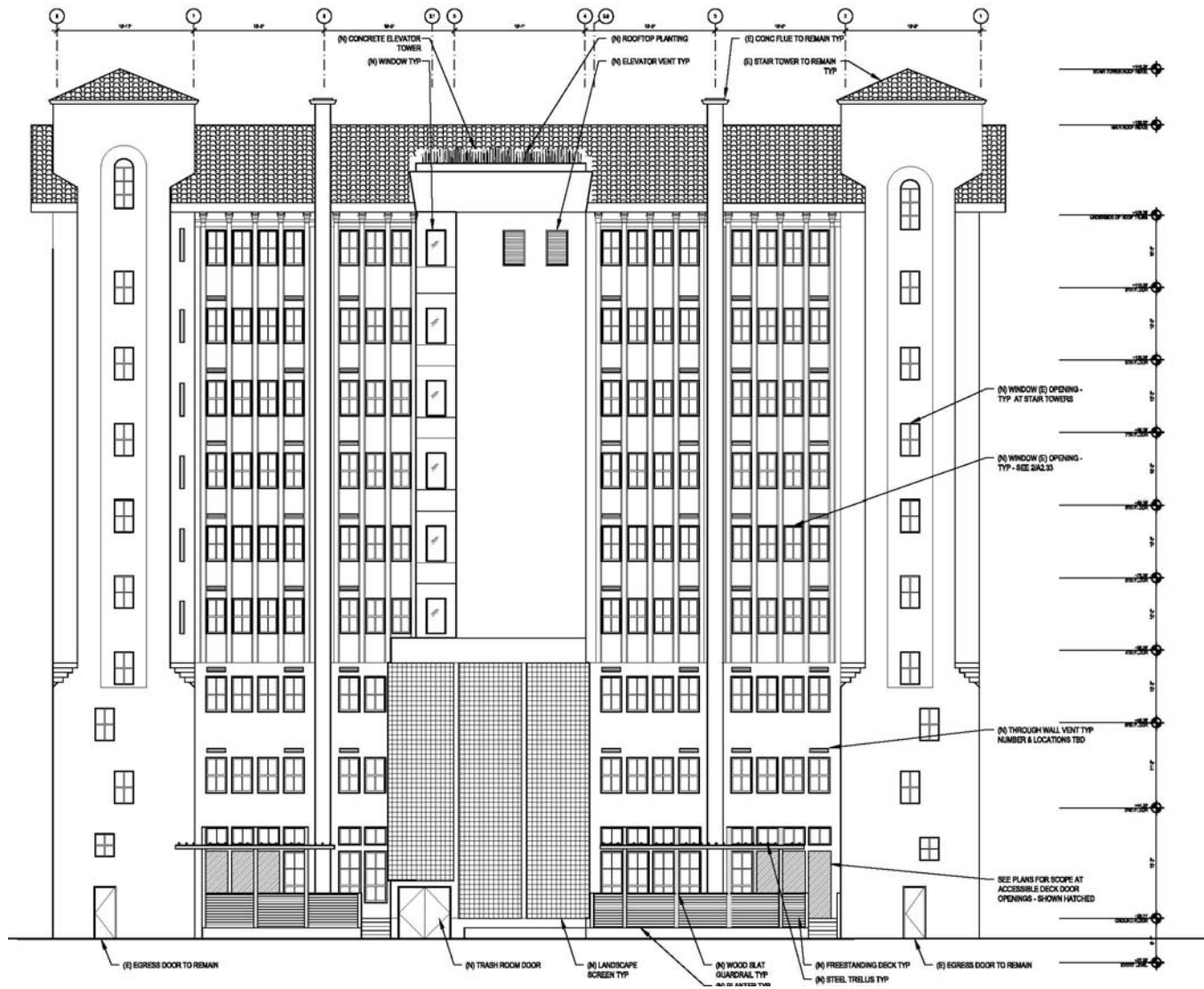
Source: Gelfand Partners Architects, 2010.

Figure 10 – Proposed East Elevation



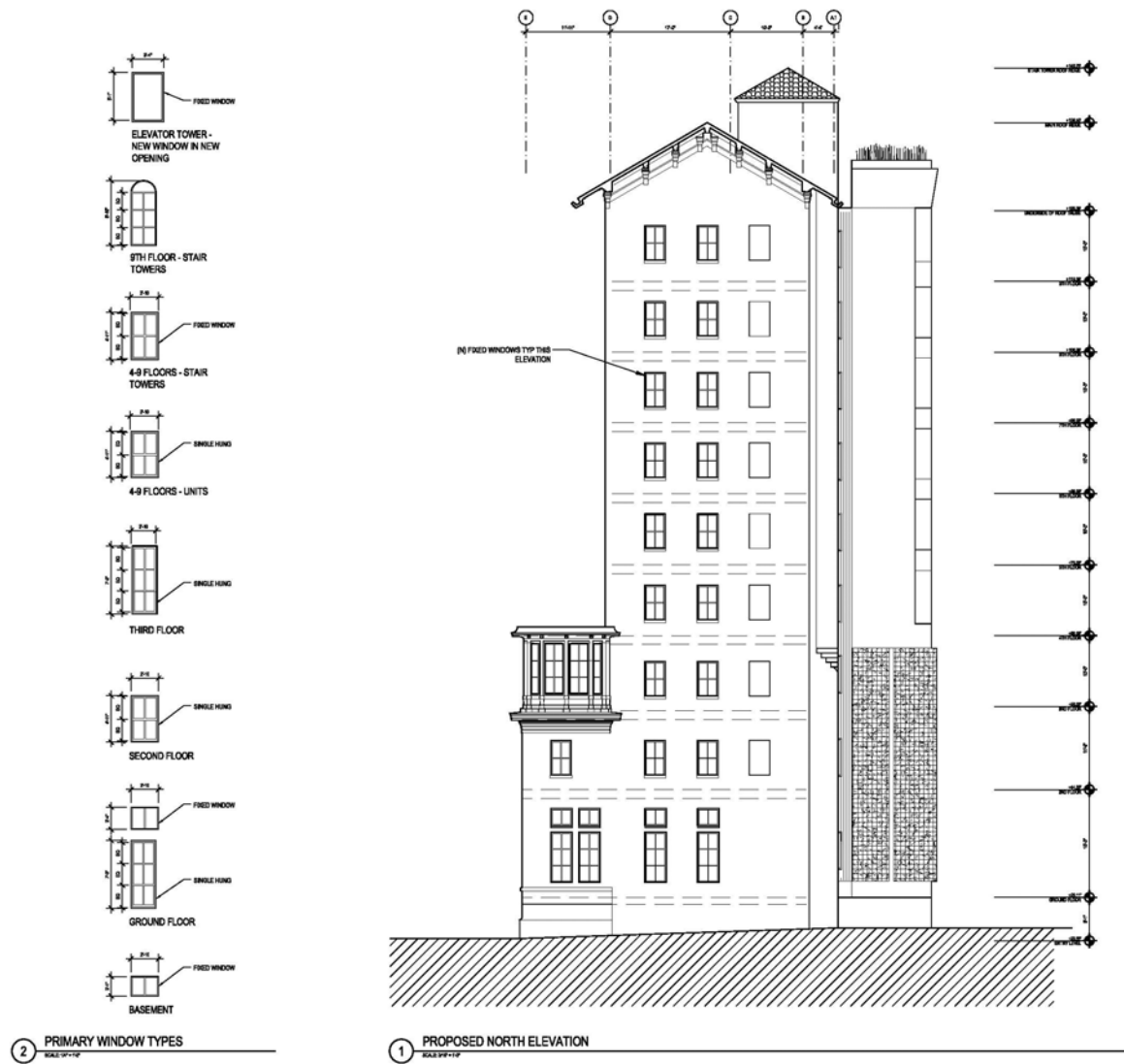
Source: Gelfand Partners Architects, 2010.

Figure 11 – Proposed South Elevations



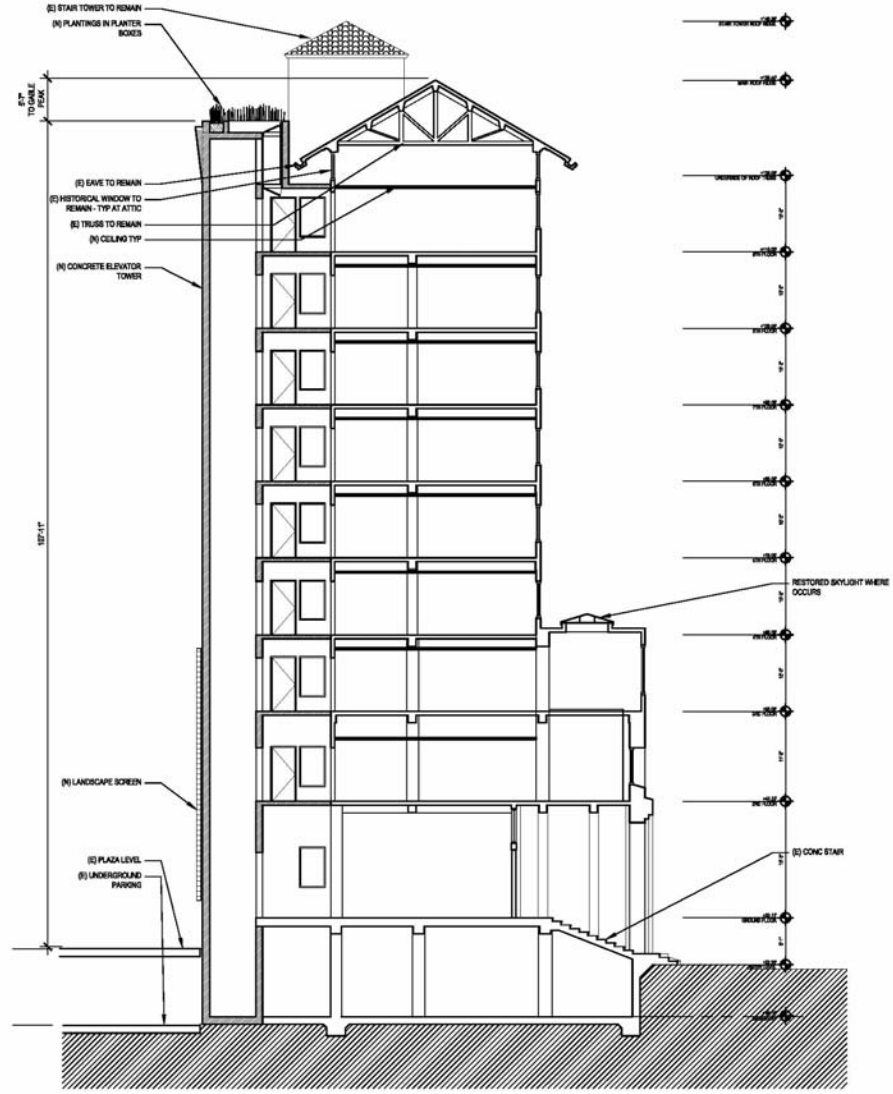
Source: Gelfand Partners Architects, 2010.

Figure 12 – Proposed West Elevation



Source: Gelfand Partners Architects, 2010.

Figure13 – Proposed North Elevation



Source: Gelfand Partners Architects, 2010.

Figure 14 – Proposed Section



View from Otis Street at Duboce Ave.



Otis Street Entryway



Rear of Building



South Side of Building and Entrance to 170 Otis Street

Figure 15 – Site Photos

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B. PROJECT SETTING

The project site is an irregular-shaped midblock parcel in the block surrounded by Otis, Stevenson, and McCoppin Streets and Duboce Avenue in the western South of Market neighborhood. The site, in the Market and Octavia Plan Area, is near the intersection of several neighborhoods – South of Market, the Mission, the Western Addition, and Civic Center (see Figure 1, Project Location, p. 3). The immediate project area, approximately between Valencia Street on the west, Market Street on the north, Duboce Avenue/Central Freeway on the south, and Mission Street on the east, is flat and contains a variety of building types and uses, including residential, commercial, industrial, and office. The southern end of the block is traversed by the elevated Central Freeway, located approximately 200 feet south of the project site along Otis Street. The northern half of the block contains the north/south Jessie Street, which dead-ends northwest of the project site. Adjacent to the project site to the north is the Pacific Telephone and Telegraph Exchange (AT&T) building at 1 McCoppin Street, a four-story industrial building constructed in 1937. Adjacent to the project site to the south is a 70-foot-wide gated plaza and driveway that leads to the San Francisco Human Services Agency (HSA) building and underground garage at 170 Otis Street. Further south along Otis Street is a self-storage facility and surface parking under the elevated Central Freeway. Adjacent to the project site to the west is the HSA building, a multi-story office building constructed in the latter half of the twentieth century. Jessie Street, northwest of the project site, contains surface parking lots and one- to four-story residential buildings. Across from the project site on Otis Street is a narrow triangular block containing five- to six-story office buildings that front Mission Street. Figure 15, p. 16, present views of the project site.

The project site is in a transition area between neighborhoods – it is near the intersection of three major city street grids – and while it contains office, commercial, and residential uses, it lacks cohesion as a neighborhood, partly due to the presence of the elevated freeway and the heavy vehicle traffic on nearby streets.

Existing housing in the project area varies from large developments to smaller multi-unit dwellings, and from market rate to various levels of affordability. One block from the project site, on the south (west) side of Mission Street is 140 South Van Ness Avenue, a 212-unit residential development constructed in 2002. Under construction approximately one-third of a mile from the project site is 1390 Mission Street (at 10th Street), a 136-unit affordable housing development. Also at Mission and 10th Streets is 1415 Mission Street, a 117-unit residential development that was approved by the Planning Commission in the fall of 2009. Smaller residential buildings, varying from two to four stories exist

along the smaller streets in the vicinity, such as Jessie and Stevenson Streets, and along the south side of Duboce Avenue.

C. COMPATIBILITY WITH EXISTING ZONING AND PLANS

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

Planning Code and Approvals Required

Existing 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 (or to alter or demolish existing ones) may not be issued unless either the proposed project conforms to the Planning Code, or an exception is granted pursuant to provisions of the Planning Code.

The project site is zoned as a Public Use, or “P,” District, which applies to land owned by a governmental agency and in some form of public use, including open space. Principal uses permitted in P Districts include structures and uses of the City and County of San Francisco. Conditional uses permitted in P Districts include social service or philanthropic facilities, community centers not publicly owned but open for public use, and temporary uses. Permanent residences and group housing are not permitted in P Districts. The project site is in an 85-X height and bulk district (the “X” denotes no specific building bulk requirements).

The immediate project area, approximately between Valencia Street on the west, Market Street on the north, Duboce Avenue on the south, and Mission Street on the east is within the Market and Octavia Plan Area and is zoned NCT-3 (Moderate-Scale Neighborhood Commercial Transit). NCT-3 zoning supports transit-oriented moderate- to high-density mixed-use neighborhoods of varying scale concentrated near transit services, Residential opportunities are intended to be maximized on or near major transit services, and residential parking is not required and generally limited.

Approximately a block and a half to the northwest of the project site near the intersection of South Van Ness Avenue and Mission Street, still within the Market and Octavia Plan Area, is a Downtown General Commercial (C-3-G) district, which is composed of retail, offices, hotels, entertainment, clubs and institutions, and high-density residential. Parcels at the intersection of South Van Ness Avenue and Mission Street are in the 120-X height/bulk district. South of Duboce Avenue is within the Eastern Neighborhoods Plan Area, is zoned PDR-1-G, and is within a 68-X height/bulk district. The intent of PDR-1-G zoning is to retain and encourage existing production, distribution, and repair activities. This district prohibits residential and office uses and limits retail and institutional uses.

Prior to its current use, 150 Otis Street served as administrative office space for the San Francisco Department of Human Services. The San Francisco Department of Human Services proposed to renovate three lower floors of 150 Otis Street for use as an emergency shelter, to provide space to be occupied by up to 60 occupants on an as-needed basis for emergency shelter and storage space. On April 6, 2004, the Zoning Administrator issued a Letter of Determination concerning this request. Pursuant to Planning Code Section 234.1, "P" zoning allows structures and uses of the City and County of San Francisco. As a consequence, the Zoning Administrator determined that the proposed emergency shelter is a permitted use on the subject property.

Exceptions to the Planning Code

To allow for the development of permanent housing, the proposed project would require Zoning Map and Planning Code Text Amendments for the creation of a Special Use District (SUD) that would overlay the existing Public Use zoning and allow residential use consistent with RTO (Residential, Transit-Oriented) zoning. The SUD would also address Planning Code exceptions to open space, exposure, bicycle parking, and rear yard requirements that apply to RTO zoning.

At 116.5 feet, the existing structure exceeds the project site's 85-foot height limit; per Planning Code Section 180(e), any structure for which a permit was lawfully granted prior to May 2, 1960, is deemed a legal, nonconforming structure. The addition of the approximately 110-foot-high elevator shaft would be considered an intensification of the nonconforming structure; thus, the project would require a Zoning Map Amendment for a height reclassification to 125 feet to accommodate the elevator shaft.

Adopted Plans and Goals

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.

Market and Octavia Plan

The project site is within the Market and Octavia Plan Area. Adopted in May 2008, it was one the first three neighborhood plans of the Planning Department's Better Neighborhood program, which used intensive community-based planning to meet the needs of the neighborhoods and to build more balanced and livable places in San Francisco. The Market and Octavia Plan Area covers the general area within a short walking distance of Market Street between the Van Ness Avenue and Church Street Muni stations and along Octavia Boulevard on the former Central Freeway right-of-way. The Neighborhood Plan calls for an increase in housing and retail capacity simultaneous to infrastructure improvements in an effort to maintain and strengthen neighborhood character and to encourage balanced growth in a centrally located section of the City that is ideal for transit oriented development.

Reclassification of the parcel from public use to affordable housing is consistent with the intent of the Market and Octavia Area Plan, in that creating affordable housing is considered a public good. Policy 1.1.10 of the Area Plan states, "when public land that is zoned 'open space' becomes surplus to one specific public use, the General Plan states that it should be reexamined to determine what other uses would best serve public needs...If not appropriate for open space, other public uses should be considered before the release of public parcels to private development."

The Market and Octavia Area Plan also calls for balancing preservation with other needs. Policy 3.2.17 states, "To maintain the City's supply of affordable housing, historic rehabilitation projects may need to accommodate other considerations in determining the level of restoration. Where rehabilitation requirements threaten the affordability of housing, other accommodations may need to be emphasized such as: exterior rehabilitation which emphasizes the preservation and stabilization of the streetscape

of a district or community or recognizing funding constraints, to balance architectural character with the objectives of providing safe, livable, and affordable housing units.”

Thus, while the proposed project would require the creation of a SUD for the change in use, it is consistent with the intent and objectives of the Market and Octavia Area Plan.

The 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 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, and f, 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 14a-d, Geology and Soils); (7) landmark and historic building preservation (Question 4a, Cultural Resources); and (8) protection of open space (Questions 9a and b, Wind and Shadow, and Questions 10a and c, Recreation and Public Space). Prior to issuing a permit for any project which requires an Initial Study under the California Environmental Quality Act (CEQA), and prior to issuing a permit for any demolition, conversion, or change of use, and prior to taking any action which requires a finding of consistency with the General Plan, the City is required to find that the proposed project 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 of this document, 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.

Regional Plans

Environmental plans and policies, like the *Bay Area 2005 Ozone Strategy* and the *Bay Area 2000 Clean Air Plan* directly address physical environmental issues and/or contain standards or targets that must be met in order to preserve or improve specific components of the City’s physical environment. The

proposed project would not obviously or substantially conflict with any such adopted environmental plan or policy.

In summary, the proposed project would not conflict with any adopted plans and goals of the City or region.

Other Approvals Required

The San Francisco Department of Public Works would need to approval the lot line adjustment for removal of the encroachment of the auditorium and underground garage associated with the HSA building. The project would also require National Environmental Policy Act (NEPA) and Section 106 compliance per the process outlined in the Programmatic Agreement between the City, State Historic Preservation Office, and Advisory Council on Historic Preservation regarding historic properties affected by use of revenue from the Department of Housing and Urban Development. The project would also require a Certificate of Appropriateness to alter a listed local landmark.

D. SUMMARY OF ENVIRONMENTAL EFFECTS

None of the items on the Initial Study Checklist have been checked below, indicating that, upon evaluation, staff has determined that the proposed project could not have a significant adverse environmental effect. The following pages present a more detailed checklist and discussion of each environmental factor. For each checklist item, the evaluation has considered the impacts of the project both individually and cumulatively.

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

Section E contains a detailed discussion of all environmental topic areas.

E. EVALUATION OF ENVIRONMENTAL EFFECTS

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

1a. Established Community. Land use impacts are considered significant if the proposed project would physically divide an established community, conflict with any applicable land use plan, policy, or regulation, or substantially and adversely change the existing character of land uses on the site or in the surrounding area. The proposed project would change the use of an existing building from a seasonal shelter and City storage to 75 low-income residential units and one manager’s unit. The development of permanent affordable housing on the site would be consistent with RTO (Residential, Transit-Oriented) zoning¹ and with the surrounding NCT-3 (Moderate-Scale Neighborhood Commercial Transit) zoning, in which residential opportunities on or near major transit lines is encouraged.² This change in use would not present a physical barrier to movement through the surrounding area. The proposed project would be constructed within the existing lot boundaries and would not interfere with or change the existing street pattern or impede the passage of persons or vehicles. For these reasons, the proposed project would not physically divide an established community.

1b. Consistency with Plans and Zoning. As discussed in Section C, Adopted Plans and Goals, p. 21, the project would be consistent with adopted local and regional plans, policies, and goals. In addition,

¹ Planning Code Section 206.4 states, “RTO Districts are composed of multi-family moderate-density areas...well served within short walking distance, generally less than ¼-mile, of transit and neighborhood commercial areas. Transit available on nearby streets is frequent and/or provides multiple lines serving different parts of the City or region.”

² Planning Code Section 731.1 states, “NCT-3 Districts are transit-oriented moderate- to high-density mixed-use neighborhoods of varying scale concentrated near transit services. These districts are well-served by public transit and aim to maximize residential and commercial opportunities on or near major transit services.”

environmental plans and policies are those, like the *Bay Area 2005 Ozone Strategy* that directly address environmental issues and/or contain targets or standards, which must be met in order to preserve or improve characteristics of the City's physical environment. The current proposed project would not obviously or substantially conflict with any such adopted environmental plan or policy. Therefore, the proposed project would have no impact on existing plans and zoning.

1c. Existing Character. The conversion of a seasonal homeless shelter and storage uses into 76 residential units and supportive services in the building would change the existing character of the immediate vicinity, primarily in that it would add permanent residents. The intensity of use of the building would increase, but it would not be inconsistent with the mixed-use character of the neighborhood. In addition, this change would be consistent with the City's goals and objectives for development of the area. Properties in the project vicinity include residential, office, retail, and industrial uses. Residential uses at a lower density already exist along Stevenson and Valencia Streets in the project vicinity, and at a higher density along Mission Street in the project vicinity.

The project would also add an approximately 110-foot-tall elevator shaft to the rear of the building. This addition would not exceed the height of the main roof ridge of the existing building and thus would not constitute a substantial change in scale, compared to the existing physical character of the project parcel and project vicinity.

The proposed project would have no significant adverse impact on the character of the vicinity. It would not introduce new or incompatible land uses to the area. Rather, it would extend residential uses to the already mixed-use character of the area onto the project site. The nature and intensity of proposed land uses are consistent with the character of development that exists in the area. While the proposed project would result in a change from existing conditions, the proposed project's impacts relating to land use would not be significant under CEQA, for the reasons discussed above.

Cumulative Land Use Impacts. The proposed project would not present a physical barrier to movement through the surrounding area, and would thus not physically divide the surrounding established community. It would not conflict with any applicable land use plan, policy, or overlapping jurisdictional regulation, including the General Plan or Planning Code, thereby resulting in a less-than-significant impact on land use policy consistency. The proposed residential project would increase the intensity of land use in the project area but would have a less-than-significant impact on the existing

mixed-use character of the project vicinity. This change to the project vicinity is in combination with development anticipated under the Market and Octavia Area Plan and projects approximately one-third of a mile east of the project site at Mission and 10th Streets (1390 Mission Street, a 136-unit affordable housing development, is under construction, and 1415 Mission Street, a 117-unit residential development was approved by the Planning Commission in the fall of 2009). These projects along with the proposed project would cumulatively lead to a slight intensification of residential development in the project area; however, these additional residential units, considered within in the context of overall Citywide year 2025 housing projections, would not be considered a substantial addition to the projected residential housing stock in the City as a whole. Therefore, cumulative development projects would not make a significant contribution to cumulative land use impacts in the project area or the City as a whole. In conclusion, the proposed project would not result in significant individual or cumulative land use impacts and the project’s contribution to cumulative land use impacts upon land uses would be less than significant.

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
2. AESTHETICS—Would the project:					
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and other features of the built or natural environment which contribute to a scenic public setting?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area or which would substantially impact other people or properties?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

2a–c. Scenic and Visual Effects. There are no formally designated scenic views, viewpoints, or trails near the project site. Thus, the proposed project would not substantially degrade or obstruct any scenic view or vista now observed from public areas. Likewise, there are no scenic resources that contribute to a scenic public setting in the project vicinity; thus, there would be no impact. The existing building at 150 Otis Street is a designated San Francisco Landmark that is visible from public areas in the project vicinity and from the Central Freeway. The exterior changes that are part of the proposed project are

restoration of the historic windows, remodeling the entryway, and adding the elevator shaft in the rear of the building. While the exterior changes would be visible from these public areas – in particular, the elevator shaft – these changes would be made in compliance with the *Secretary of the Interior’s Standards for Historic Restoration*, and thus would be made in a manner that would not degrade the existing character of the project site. Thus, this impact would be less than significant.

2d. Light and Glare. The exterior changes to the building would not create any new source of light or glare; thus there would be no project effects related to light and glare.

Cumulative Aesthetic Impacts. The project would intensify land uses on the subject property and project block by adding 76 residents and seven employees. This change to the neighborhood would combine with development anticipated under the Market and Octavia Area Plan and the two residential projects at Mission and 10th Streets (1390 Mission Street, a 136-unit affordable housing development under construction, and 1415 Mission Street, a 117-unit residential development approved by the Planning Commission in the fall of 2009).

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

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

The proposed project would add 76 studio residences, thus would increase the project site’s residential population. In addition, an average of seven employees would be on site every day.

3a. Population Growth. In general, a project would be considered growth inducing if its implementation would result in substantial population increases and/or new development that might not occur if the project were not implemented. The 2000 U.S. Census indicates that the population of the project's census tract, Census Tract 201, is approximately 6,340 persons. The project would increase the overall residential population of the City and County of San Francisco by 76.

The proposed project would increase net employment at the site by approximately five jobs. That employment increase would be small and would not generate a substantial demand for additional housing in the context of citywide employment growth. In addition, this demand would be more than accounted for by the housing proposed on site.

While the project would increase population and employment at the site, compared to existing conditions, project-specific impacts would not be significant relative to the number of area-wide residents and employees in the project vicinity. Overall, the increase in housing and employment would be less-than-significant in relation to the expected increases in the population and employment of San Francisco. The project would not directly or indirectly result in a significant increase in population. Project-related impacts with respect to population growth would be less than significant.

3b and c. Population and Housing Displacement. No residents would be displaced by the proposed project. While the temporary shelter operations would cease, the opportunities to house formerly homeless veterans would be a beneficial impact that would outweigh the loss of the temporary shelter. In addition, the loss of two employees at the shelter would be offset by the approximately seven employees that would work year-round. While this would be a change in on-site employment, it would be a less-than-significant impact with respect to displacement of employees. Overall, the proposed project would result in less-than-significant impacts related to displacement of people.

Cumulative Population and Housing Impacts. The 2000 U.S. Census indicates that the population of the subject property's census tract, Census Tract 201, is 6,340 persons. Based on 2000 population totals, the proposed project would increase the population in Census Tract 201 by approximately 1 percent.

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

<u>Topics:</u>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
4. CULTURAL 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

4a. Historical Resources. A building may be an historical resource if it is associated with any of the California Register criteria, which include events (Criterion 1), persons (Criterion 2), architecture (Criterion 3), information potential (Criterion 4), or is determined to contribute to a historic district or context. To be an historical resource for the purposes of CEQA, a property must not only be shown to be significant under the California Register criteria, but it also must retain sufficient integrity from the period of significance that qualifies the property for listing on the California Register. The subject property’s historical determination, summarized below, is based upon review of a Landmark Designation Report, a Historic Resources Evaluation Report,³ and Planning Department staff concurrence with the significance findings of the Historic Resources Evaluation Report.⁴

The subject property is San Francisco Landmark No. 248: the former Juvenile Court and Detention Home, designated in 2006. The building is considered a “Category A” (known historic resource) property. The property is also in the San Francisco Architectural Heritage survey and the Planning Department’s 1976 Architectural Survey with a rating of “5” on a scale which ranged from “-2” to “5.” Buildings included in the Architectural Survey were rated by number for individual features and an overall rating which was an average of those numbers.

³ Carey & Co., *Historic Resources Evaluation, 150 Otis Street*, October 28, 2008; and Carey & Co., *Secretary of the Interior’s Standards Evaluation [regarding 150 Otis Street]*, September 2, 2009.

⁴ Pilar LaValley, Preservation Planner, San Francisco Planning Department, *Historic Resource Evaluation Response Memo, 150 Otis Street*, March 17, 2010.

The subject property, built in 1916 as the San Francisco Juvenile Court and Detention Home, is associated with the development of the city's juvenile justice system in the early twentieth century. Financing for construction of the building was appropriated by the Board of Supervisors in 1914, and architect Louise Christian Mullgardt was hired to design a facility that incorporated Progressive Era principles for the juvenile justice system. The building, which opened to widespread praise in 1916, included a juvenile court, detention home, and educational, medical, and recreational facilities. The building retained its original function until 1950. Thus, the subject property appears to be eligible for listing on the California and National Registers under criterion 1 (event).

The subject property represents the work of a master, Louis Christian Mullgardt (1866-1942). Mullgardt, who obtained his architectural training through apprenticeships and short academic stints, worked briefly in England and throughout the United States during his career. Mullgardt's career, which spanned 1881 to 1929, was marked by his exuberant, polychromatic designs for structures at the 1893 World's Columbian Exposition and the 1916 Panama-Pacific Exposition. The subject building reflects both the influence of his Panama-Pacific Exposition work and interest in the newly emerging area of skyscrapers. The design is the architect's own unique composition of varied stylistic features, vaguely both Mediterranean and Oriental in style, applied to a functionally modern building. The subject property represents the architect's tallest extant building, his first non-residential commission in San Francisco, and one of the few remaining non-residential buildings designed by Mullgardt in San Francisco. The subject property also appears significant for its distinctive architecture, which appears to be a more restrained, utilitarian version of the polychromatic, Mediterranean, and Oriental revivalist designs favored by Mullgardt in his Panama-Pacific Exposition designs. Thus, the subject property appears to be eligible for listing on the California and National Registers under criterion 3 (architecture).

Historical records do not indicate that the building is associated with the lives of important persons in our past or that it is likely to yield information important to a better understanding of prehistory or history; thus, the structure does not appear to be eligible for the California Register under criterion 2 (persons) or criterion 4 (prehistory).

To be a resource for the purposes of CEQA, a property must not only be shown to be significant under the California Register criteria, but it also must convey integrity from its period of significance through various aspects: location, association, design, workmanship, setting, feeling, and materials. Although

the design integrity of 150 Otis Street has been somewhat compromised by the removal of all interior features and finishes and replacement of all windows, the property has retained all other aspects of historic integrity and continues to convey its historical significance.

It must be determined whether the proposed project would cause a substantial adverse change in the significance of the resource such that the significance of the resource would be materially impaired.

Planning Department preservation staff reviewed the following proposed alterations for compliance with the *Secretary of the Interior Standards for Rehabilitation (Standards)*:

- **ADA-accessible Entrance.** In order to provide an ADA-accessible entrance, the project proposes to remove one basement window and cut a new opening in the water table / base of the building in the bay of windows south of the main entrance on east elevation. A door providing access to a vestibule and elevator would be installed in new opening and an opening would be cut in the ground floor to provide an interior connection for the new vestibule and elevator. The new elevator would be set back approximately 4 feet from the existing windows such that no windows would be infilled, and the elevator enclosure would be minimally visible from the building exterior. The existing opening in the window bay north of the main entrance would be infilled and restored to match surrounding finishes. The proposed new opening would require minimal removal of historic fabric and would avoid impacts to distinctive features, finishes, and materials that characterize the property in conformance with the *Standards*. Previous alterations would be removed, and the façade would be restored in the area of the existing, non-complying lift. Provision of the new opening and interior elevator would also avoid impacts to the existing main entrance stairs. If removed in the future, this ADA-accessible would not impair the essential form and integrity of the historic property.
- **Window Replacement.** Existing non-historic, aluminum sash windows would be replaced with new aluminum sash windows that match the size and shape of existing openings. Original clerestory windows at the attic level would be repaired and retained in conformance with the *Standards*. New sash would be two-lite, stacked, with single-hung operation on all elevations. While the proposed new windows would not match the appearance, operation, or material of the original windows, which appear from historic plans and photographs to have been six-lite, stacked, awning, steel sash, the replacement windows would be compatible with the historic building and in conformance with the *Standards*. Proposed new sash would match the size and scale of the original openings, would be constructed of a material that is compatible with the original, and would have multi-lite sash arranged in a configuration that reflects that of the original windows.
- **New Elevator Tower.** At the rear elevation, the existing steel fire escape and center bay of windows and finishes would be removed from column line to column line for the full height of the building. Within this new opening, new shear wall for the building's seismic upgrade and the new elevator tower would be installed. Integral for seismic strengthening and for vertical circulation in the building's proposed new use, the new elevator tower would connect to the existing building through a hyphen that terminates below the existing clerestory windows and eave overhang. The hyphen would be designed to provide a visual break between old and new construction and to preserve the distinctive features of the roof overhang, eave line, and

original clerestory windows. It would be no taller than the existing roof peak and would be painted concrete. A landscape screen would be attached to the tower at the lower three floors. Construction of the elevator tower and new shear wall would impact historic fabric, and the new tower would be visible due to the overall height; however, these impacts have been limited to one bay of the rear (secondary) elevation. The new tower would be clearly differentiated from the old but compatible in size, materials, and massing. Located on a secondary elevation and designed to be differentiated but compatible with the historic building, the new elevator tower would minimize impacts to the building's historic fabric in conformance with the *Standards*.

- **Rear Deck and Entrances.** At the rear elevation, two new deck areas, aligned with the existing ground floor area, would be installed between the new elevator tower and existing stair towers. The decks would have wood slat guardrails, wood trellis, and planters. The new structures would not attach to the existing building, and appropriate expansion and drainage joints would be incorporated between old and new construction. At the bays on either end of the ground floor, new entrances would be installed by removing three existing windows and lowering the sills. These new openings would lead to a secondary interior vestibule with glass walls for transparency. The new decks would be differentiated but compatible with the historic building, would be located on a secondary façade, would not require removal of historic fabric, and would be reversible in conformance with the *Standards*. The new entrances would require alteration of a limited number of existing openings but would avoid existing concrete mullions such that the original configuration of the openings would be maintained and the work would be reversible in a manner that is in conformance with the *Standards*.
- **Roof.** The existing red clay tile roof would be repaired as necessary. If new underlayment and sheathing are required, existing tile would be salvaged and reinstalled. Any new tile would match existing tile and would be interspersed with original material to minimize visual impacts. At the third floor (sun porch) roof are seven infilled skylights. Infill would be removed and the skylights would be restored at the two central openings. Existing curbs would be retained, repaired, and re-roofed for the other original skylight openings. The proposed work for the roof would be undertaken in a manner that conforms to the *Standards*.
- **Exterior Finish.** The exterior finish consists of a layer of colored stucco with a stippled brush pattern over the concrete wall system. The exterior has been painted several times. The stippled application of the colored stucco was intended to give the appearance of travertine, and was an economical approach to the original construction that is a character-defining feature of the historic building. Exterior finishes would be cleaned using the gentlest means possible, damaged areas in the stucco would be repaired in-kind, and the building would be painted in a manner that does not detract from the original "faux travertine" treatment. As proposed, work on the exterior finishes would not alter character-defining features of the building in conformance with the *Standards*.
- **Seismic and Building Upgrades.** The existing building is constructed of reinforced concrete with riveted steel frame. With the exception of the section of wall to be removed for the new stair tower, the existing exterior walls would be retained. Seismic retrofitting would be accomplished mainly by the addition of the central elevator tower at the rear of the building, which allows for less invasive structural strengthening of the north and south walls, and minimal additional interior perpendicular walls. New interior walls would avoid existing window and door openings and would not impact any historic fabric at the interior. New mechanical and electrical systems would be installed throughout the building. The new

ventilation system would utilize existing shafts but would require new exterior vents along the rear elevation. This scope of work coincides with existing exterior walls and proposed floor plan and conforms to the *Standards*.

- **Interior Alterations.** With the exception of the floor plates and stairs, the interior of the building does not retain integrity from the original construction or period of significance. The existing elevator shaft and stair configuration will be retained from basement to second floor at the south stair tower. All other areas of the existing stairs and elevators will be removed and reconfigured in the same location. New interior demising walls and drop ceilings will be installed for the new floor plan. Proposed interior work will not impact character-defining features of the building, will not alter existing openings, and will be reversible in a manner that conforms to the Standards.

Planning preservation staff determined that the proposed project would preserve the majority of character-defining features while rehabilitating the building for a new use. Based on the proposed design, all alterations would comply with the *Secretary of the Interior Standards for Rehabilitation (Standards)*. Thus, the proposed project would not constitute a significant adverse change on a historic resource, and therefore would have a less-than-significant impact on historical resources.

4b and d. Archaeological Resources. The elevator pit would not be underground. A maximum depth of excavation for the footings for the shaft would be about 3 feet below the floor of the underground garage. New 4- to 6-inch micropiles to be installed inside the building would involve up to 5'8" of excavation. Significant archaeological resources and human remains are not expected to be within the effected soils.⁵ Thus, there would be no impacts on archaeological resources or human remains.

4c. Paleontological, Geological Resources. There are no known paleontological resources or geological features at the project site; therefore, the proposed project would not result in any adverse effects on paleontological resources or geological features.

Cumulative Cultural Impacts. As discussed above, the proposed project would result in a less-than-significant impact on cultural resources for the purposes of CEQA. There do not appear to be any off-site historical resources in the immediate vicinity that could be affected by the proposed project. The proposed project would not combine in a cumulatively considerable manner with the projects such as development anticipated under the Market and Octavia Area Plan, and the residential projects approximately one-third of a mile east of the project site at Mission and 10th Streets. Thus, the proposed project's cumulative impacts related to cultural resources would be less than significant.

⁵ Randall Dean/Don Lewis, San Francisco Planning Department, *MEA Preliminary Archeological Review, 150 Otis Avenue*, January 20, 2010.

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

5a and b. Traffic and Level of Service.

Operational Impacts. Otis Street is a one-way westbound local street with four travel lanes from South. Traffic volumes are generally moderate to high. Vehicles traveling westbound along Mission Street traverse the two blocks of Otis Street before rejoining Mission Street. Westbound Muni bus lines 14 Mission, 14L Mission Limited, and 49 Van Ness/Mission run along Otis Street with approximately 24 buses per hour during the AM and PM peak periods.

As set forth in the Planning Department’s October 2002 *Transportation Impact Analysis Guidelines for Environmental Review (Guidelines)*, the Planning Department evaluates traffic conditions for the weekday PM peak period to determine the significance of an adverse environmental impact. Weekday PM peak-hour conditions typically represent the worst conditions of the local transportation network. Table 2 presents trip generation rates for the residents and employees of the proposed project. The proposed

project would add 76 residents and seven full-time employees on an average day. Based on the trip generation rate for residential space in the *Guidelines*, the residents of the proposed project would generate an estimated average of 578 daily person-trips, including 100 daily person-trips during the PM peak hour. These 100 PM peak person-trips would be distributed among various modes of transportation, including 30 automobile person trips, 48 public transit trips, 16 walking trips, and 7 by other means that could include bicycling or motorcycle. Residential trip rate is a conservative assumption; it is reasonable to expect that the residents of 150 Otis Street would have a very low rate of automobile use – resulting in fewer than the 30 PM peak automobile person trips anticipated under the analysis guidelines.

Table 2 – Trip Generation

	Daily	PM Peak Period
76 Residents		
Person trips	578	100
Auto	172	30
Transit	276	48
Walking	91	16
Other (e.g., bicycle, motorcycle)	38	7
7 Employees		
Person trips	28	7
Auto	20	4
Transit	5	1
Walking	2	1
Other(e.g., bicycle, motorcycle)	1	0

To estimate the travel demand of the seven employees on a typical day, the assumption is four potential person trips per employee (travel daily to/from work and to/from lunch. The additional assumption is that all seven employees would leave work during the PM peak hour, which equals seven PM peak-hour trips. Based on the mode split and average automobile occupancy for the proposed project’s location, there would be 28 employee daily vehicle trips, of which 20 would be automobile trips (16 vehicle trips with a 1.23 auto occupancy rate), five trips by transit, two pedestrian, and one other trip.⁶ During the PM peak hour there would be four vehicle trips (five vehicle trips with a 1.23 vehicle occupancy rate), about one transit trip, and one walking trip. These five PM peak-hour

⁶ Susan Mickelsen, Transportation Planner, San Francisco Planning Department, *150 Otis Employee Trip Numbers*, February 2, 2010.

vehicle trips would not be considered a substantial traffic increase relative to the existing capacity of the local street system. Residents and businesses along Mission and Otis Streets could thus experience an increase in vehicular activity as a result of the proposed project; however, it would be a less-than-significant increase relative to the existing capacity of the local street system. The project would not contribute significantly to a Level of Service (LOS) decline at adjacent roadway intersections, per LOS standards considered acceptable by the San Francisco Planning Department. The change in traffic in the project area as a result of the proposed project would be undetectable to most drivers, particularly given the relatively high volume of traffic on Mission Street during the PM peak period. Therefore, the increase in traffic caused by the project would be considered a less-than-significant impact.

Loading during Project Operation. Planning Code Section 152 does not require a loading space for under 100,000 sf of residential use. The proposed project would include 49,314 sf of residential 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, one truck trip per day).⁷ Other deliveries would include limited instances of residents moving into or out of the 76-unit building. The proposed project could involve other delivery and service trips, including vanpool trips for resident activities. All loading activity could be accomplished in the existing on-site loading area at 170 Otis Street. 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.

⁷ 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 7,000 square feet of institutional use at a rate of 0.1 truck trips per 1,000 square feet and 49,314 square feet of residential use at a rate of 0.03 truck trips per 1,000 square feet.

5c. Air Traffic. The project site is not located within an airport land use plan area, within 2 miles of a public airport, or in the vicinity of a private airstrip. Therefore, this significance criterion would not apply to the proposed project.

5d. Traffic Hazards. The proposed project does not include any features that would alter the existing street pattern nor increase transportation hazards (e.g., creating a new sharp curve or dangerous intersections). Thus, this topic does not apply to the proposed project.

5e. Emergency Access. As discussed above under Topic 1, Land Use and Land Use Planning, Land Use Character, p. 25, the proposed project would not introduce any incompatible uses. Similarly, the proposed project would not result in a significant impact with regard to emergency access, as the project site is accessible from major streets. As a result, the proposed project would not result in inadequate emergency access.

5f. Plans and Policies regarding Transit, Bicycle and Pedestrian Facilities.

Transit Conditions. Muni provides transit service within the City and County of San Francisco, including bus (both diesel and electric trolley), light rail (Muni Metro), cable car, and electric streetcar lines. Muni operates some major bus lines in the vicinity of the project site. Westbound 14 and 49 buses stop directly in front of the project site, and eastbound 14 and 49 buses stop approximately 150 feet from the project site at the intersection of Mission and 13th Streets. The 14 Mission runs peak periods every 6 minutes, midday every 8 minutes, evenings every 10 minutes, weekends every 7 to 10 minutes, and owl every 30 minutes. The 49 Van Ness/Mission runs peak periods and weekdays every 8 minutes, evenings every 10 minutes, weekends every 8 to 9 minutes, and weekend evenings every 15 minutes until 1:00 AM. The 14L Mission Limited, the 47 Van Ness, F Market, and Muni Metro lines stop within 1,800 feet (one-third of a mile) of the project site. The estimated 53 peak-hour project trips utilizing public transit would be distributed among the public transit lines providing service to the vicinity of the project site.

Capacity utilization relates the number of passengers per transit vehicle to the design capacity of the vehicle. Muni's established capacity utilization standard for peak period operations is 85%. With several Muni lines operating in the project vicinity, it is anticipated that most riders would choose the closest and least crowded lines depending upon their direction of travel. Currently, the Muni routes in the vicinity of the project site operate under or around capacity during PM peak hour. Overall, the

addition of 53 project-generated transit trips would result in a less-than-significant impact on transit service.

Bicycle Conditions. Bike routes in the project vicinity include a wide curb lane along westbound McCoppin Street, one half-block north of the project site, and bike lanes along both sides Valencia Street, two blocks west of the project site. Bicycle circulation improvements that were approved as short-term projects in the *San Francisco Bicycle Plan* include conversion of the wide curb to a bicycle lane on westbound McCoppin Street between Gough Street and Valencia Streets. To accommodate the bike lane, four parking spaces will be added on the south side of McCoppin Street between Jessie and Stevenson Streets by converting parallel parking to 60-degree back-in angle parking. In addition, bike lanes will be installed in the westbound direction on Otis Street between South Van Ness Avenue and Gough Street (the block to the east but not in front of the project site).⁸

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 plus one space for over four dwelling units over 50. Per Section 155.5, the proposed 76-unit project would be required to provide 31 bicycle parking spaces. The project sponsor does not propose any bicycle parking and would request an exception to Section 155.5 of the Planning Code.

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.

Pedestrian Conditions. Sidewalks adjacent to the project site have excess capacity as evidenced by the lack of pedestrian crowding or queuing. Surrounding streets, such as Otis, Mission, and McCoppin Streets and Duboce Avenue, also have limited pedestrian volumes. The proposed project would generate approximately 18 PM 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.

⁸ San Francisco Municipal Transportation Agency, *San Francisco Bicycle Plan*, June 26, 2009; San Francisco Planning Department, *San Francisco Bicycle Plan Final Environmental Impact Report*, certified June 25, 2009.

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.

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 46 PM peak-hour vehicle trips, the proposed project would have a less-than-significant cumulative impact, because it would add a negligible number of PM 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. There are no known no major development projects in the immediate project vicinity. 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. 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.

As part of the proposed project, the underground parking garage associated with 170 Otis Street but that is below the rear of 150 Otis Street parcel would be differentiated from the project site by means of a lot line readjustment. The building at 150 Otis Street does not contain on-site parking and no on-site parking is proposed as part of the project. 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.

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 75 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.

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

<u>Topics:</u>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
g) Be substantially affected by existing noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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

Exposure to Noise During Operation. The Environmental Protection Element of the San Francisco General Plan contains Land Use Compatibility Guidelines for Community Noise.⁹ 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).^{10,11} Where noise levels exceed 65 dBA, a detailed analysis of noise reduction 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.

To quantify the existing noise environment at the project site, an environmental noise consulting firm conducted one continuous two-day noise measurement and four 15-minute short-term measurements.¹² The measurements found that the dominant noise sources are auto and bus traffic along Otis Street and auto traffic on the Central Freeway, and noise levels varied from 64 to 74 dB from various locations along the front (Otis Street) side of the building. Based on the measured noise levels, the project site is within San Francisco’s Land Use Compatibility Guidelines for Community Land Use

⁹ City and County of San Francisco, Planning Department, San Francisco General Plan, Environmental Protection Element, Policy 11.1.

¹⁰ 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 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).

¹¹ 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.

¹² Charles M. Salter Associates, Inc., *150 Otis Street – Environmental Noise Study, San Francisco, California*, June 15, 2009.

Category C, in which “new construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made, and needed noise insulation features included in the design.” The consultant recommended STC-rated windows,¹³ and noted that where sound-rated windows need to be closed to reduce noise levels, the California Building Code requires an alternative form of ventilation to provide fresh air. Thus, the project sponsor has incorporated noise insulation features into the project design to maintain an interior noise level of 45 dBA. The Department of Building Inspection would review project plans for compliance with Title 24 noise standards. Compliance with Title 24 standards and with the *General Plan* would ensure that effects from exposure to ambient noise would not result in significant impacts.

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. 35), traffic volumes would not double on area streets as a result of the proposed project or expected cumulative traffic growth; therefore, the proposed project would not cause a noticeable increase in the ambient noise level in the project vicinity, nor would the project contribute to any potential cumulative traffic noise effects.

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.¹⁴ 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, would minimize noise from building operations. Therefore, noise effects related to building operation would not be significant, nor would the building contribute a considerable increment to any cumulative noise impacts from mechanical equipment.

¹³ Sound Transmission Class (STC) ratings rate the insulation properties of windows and building partitions, which correspond to greater noise reduction.

¹⁴ Entertainment venues are also subject to a separate criterion for low-frequency (bass) noise.

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

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.

Installation of the 4- to 6-inch-diameter micropiles would involve the use of a small, low overhead drill rig. Because it would be located in the basement, noise would be substantially reduced by the exterior walls. An air compressor, to be used throughout the 24-month construction period, would be located on Otis Street or in the courtyard behind the building. This compressor would be used for demolition and for installation of micropiles and epoxy dowels. Additional construction equipment that would be set up and removed the same day may include concrete pumps or cranes for concrete pours or steel installation.

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 PM. and 7:00AM, 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 on the west side of Jessie Street, the closest being 170 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. Moreover, no other construction projects are proposed in close enough proximity to the

project site such that cumulative effects related to construction noise would be anticipated. In light of the above, noise effects related to construction would be less than significant.

6e and f. Airport and Airstrip Noise. 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. Project construction activities would be temporary and intermittent in nature; project construction-related noise would not substantially increase ambient noise levels at locations greater than a few hundred feet from the project site; and as stated above, required construction noise reduction measures would be implemented as required by the City’s Noise Ordinance. No other construction projects are proposed in close enough proximity to the project site such that cumulative effects related to construction noise would be anticipated. Thus, the proposed project would not have significant cumulative noise impacts.

<u>Topics:</u>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
7. AIR QUALITY–Would the project:					
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal, state, or regional ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

7a–d. Air Quality Plans and Standards and Criteria Pollutants

Construction-Period Air Quality Emissions. Demolition, grading, and new construction activities would temporarily affect local air quality during the project’s proposed 20-month construction schedule, causing temporary increases in particulate dust and other pollutants. Emissions generated

from construction activities include dust (including PM-10 and PM-2.5)¹⁵ primarily from “fugitive” sources, combustion emissions of criteria air pollutants (reactive organic gases [ROG], nitrogen oxides [NOx], carbon monoxide [CO], sulfur oxides [SOx], and PM-10) primarily from operation of construction equipment and worker vehicles, and evaporative emissions (ROG) from asphalt paving and architectural coating applications. The *Bay Area Air Quality Management District (BAAQMD) CEQA Guidelines* recognize that construction equipment emits ozone precursors, but indicate that such emissions are included in the emission inventory that is the basis for regional air quality plans.¹⁶ Therefore, construction emissions are not expected to impede attainment or maintenance of ozone standards in the Bay Area.

Project-related demolition, excavation, 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. Demolition, 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.

In response, 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

¹⁵ Particles that are 10 microns or less in diameter and 2.5 microns or less in diameter, respectively.

¹⁶ Bay Area Air Quality Management District, *BAAQMD CEQA Guidelines, Assessing the Air Quality Impacts of Projects and Plans*, December 1999.

the general public and of on-site workers, minimize public nuisance complaints, and to avoid orders to stop work by the Department of Building Inspection (DBI).

The Dust Control Ordinance requires that all site preparation work, demolition, or other construction activities within San Francisco that have the potential to create dust or to expose or disturb more than 10 cubic yards or 500 square feet of soil comply with specified dust control measures whether or not the activity requires a permit from DBI. The Director of DBI may waive this requirement for activities on sites less than one half-acre that are unlikely to result in any visible wind-blown dust. At 7,000 sf, or 0.16 acres, the project site is less than one half-acre.

The project sponsors and the contractor responsible for construction activities at the project site shall use the following practices to control construction dust on the site or other practices that result in equivalent dust control that are acceptable to the Director of DBI. Dust suppression activities may include watering all active construction areas sufficiently to prevent dust from becoming airborne; increased watering frequency may be necessary whenever wind speeds exceed 15 miles per hour (mph). Reclaimed water must be used if required by Article 21, Sections 1100 et seq., of the San Francisco Public Works Code. If not required, reclaimed water should be used whenever possible. Contractors shall provide as much water as necessary to control dust (without creating run-off in any area of land clearing, and/or earth movement. During excavation and dirt-moving activities, contractors shall wet sweep or vacuum the streets, sidewalks, paths, and intersections where work is in progress at the end of the workday. Inactive stockpiles (where no disturbance occurs for more than seven days) greater than 10 cubic yards or 500 square feet of excavated materials, backfill material, import material, gravel, sand, road base, and soil shall be covered with a 10 millimeter (0.01 inch) polyethylene plastic (or equivalent) tarp, braced down, or use other equivalent soil stabilization techniques.

The BAAQMD neither recommends quantified analysis of cumulative construction emissions nor provides thresholds of significance that could be used to assess cumulative construction emissions. The construction industry, in general, is an existing source of emissions within the Bay Area. Construction equipment operates at one site on a short-term basis and, when finished, moves on to a new construction site. Because construction activities would be temporary, the contribution to the cumulative context is so small as to be virtually immeasurable, and as all of the appropriate and feasible construction-related measures recommended by the BAAQMD would be implemented, the

contribution of construction emissions associated with the proposed project would not be cumulatively considerable.

Operational Air Quality Emissions. Project operation would affect local air quality by increasing the number of vehicles on nearby roads and at the project site, and by introducing stationary emissions to the project site. Transportation vehicles are the primary source of operational project-related emissions.¹⁷ According to the BAAQMD guidance for CEQA analysis, a project would have potentially significant emissions impacts if the project were to generate more than 2,000 vehicle trips per day. Based on the transportation analysis for the proposed project, the project would generate up to about 200 vehicle trips per day, well below the BAAQMD's threshold for air quality analysis. Therefore, consistent with BAAQMD guidance, no quantitative analysis of transportation air quality is required, and the project would not result in a significant effect with regard to operational air quality. The project would be generally consistent with the General Plan, which does not project a population increase in excess of that forecast in the Bay Area 2000 Clean Air Plan. The General Plan, Planning Code, and City Charter implement various Transportation Control Measures identified in the Clean Air Plan through the City's Transit First Program, bicycle parking requirements, transit development fees, and other actions. In light of the above, the project would not contribute considerably to cumulative air quality impacts.

Stationary source emissions, generated by combustion of natural gas for building space and water heating, would be relatively minimal compared to transportation emissions, and would be considered less than significant. The project would not violate any BAAQMD ambient air quality standard or contribute substantially to an existing or projected air quality violation. Therefore, no significant operational air quality impacts would be generated by the project.

Toxic Air Contaminants/Roadway Particulate Exposure. The California Air Resources Board (ARB) established its statewide comprehensive air toxics program in the early 1980s. The ARB created California's program in response to the Toxic Air Contaminant Identification and Control Act (AB 1807, Tanner 1983) to reduce exposure to air toxics. The ARB identifies 244 substances as toxic air contaminants (TACs) that are known or suspected to be emitted in California and have potential adverse health effects. Public health research consistently demonstrates that pollutant levels are

¹⁷ Bay Area Air Quality Management District, *BAAQMD CEQA Guidelines, Assessing the Air Quality Impacts of Projects and Plans*, December 1999.

significantly higher near freeways and busy roadways. Human health studies demonstrate that children living within 100 to 200 meters of freeways or busy roadways have poor lung function and more respiratory disease; both chronic and acute health effects may result from exposure to TACs. In 2005, the ARB issued guidance on preventing roadway related air quality conflicts, suggesting localities “avoid siting new sensitive land uses within 500 feet of a freeway [or other] urban roads with volumes of more than 100,000 vehicles/day.”¹⁸ However, there are no existing federal or state regulations to protect sensitive land uses from roadway air pollutants.

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.¹⁹ Consistent with ARB 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 unhealthy levels of PM_{2.5}. Through air quality modeling, an assessment is conducted to determine if the annual average concentration of PM_{2.5} from the roadway sources would exceed a concentration of 0.2 micrograms per cubic meter (annual average).²⁰ If this standard is exceeded, the

¹⁸ California Air Resources Board, *2005 Air Quality and Land Use Handbook: A Community Health Perspective*, <http://www.arb.ca.gov/ch/landuse.htm>, accessed October 28, 2009.

¹⁹ 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://dphwww.sfdph.org/phes/publications/Mitigating_Roadway_AQLU_Conflicts.pdf, accessed October 28, 2009.

²⁰ According to DPH, this threshold, or action level, of 0.2 micrograms per cubic meter represents about 8 – 10 percent of the range of ambient PM_{2.5} concentrations in San Francisco based on monitoring data, and is based on epidemiological research that indicates that such a concentration can result in an approximately 0.28 percent increase in non-injury mortality, or an increased mortality at a rate of approximately 20 “excess deaths” per year per one million population in San Francisco. “Excess deaths” (also referred to as premature mortality) refer to deaths that occur sooner than otherwise expected, absent the specific condition under evaluation; in this case, exposure to PM_{2.5}. (San Francisco Department of Public Health, Occupational and Environmental Health Section, Program on Health, Equity, and Sustainability, “Assessment and Mitigation of Air Pollutant Health Effects from Intra-urban Roadways: Guidance for Land Use Planning and Environmental Review, May 6, 2008. Twenty excess deaths per million based on San Francisco’s non-injury, non-homicide, non-suicide mortality rate of approximately 714 per 100,000. Although San Francisco’s population is less than one million, the presentation of excess deaths is commonly given as a rate per million population.)

project sponsor must install a filtered air supply system, with high-efficiency filters, designed to remove at least 80 percent of ambient PM_{2.5} from habitable areas of residential units.

The project site at 150 Otis Street is located within the Potential Roadway Exposure Zone, as mapped by DPH. In consultation with DPH, an Air Quality Assessment was prepared.²¹ Results of the assessment indicate that the project site does not exceed a PM_{2.5} concentration greater than 0.2 micrograms per cubic meter. Thus, the project would result in a less-than-significant impact related to exposure of sensitive receptors within the project site to high concentrations of roadway-related pollutants.

7e. Odors. 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.

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. As such, operational characteristics of the proposed project would not result in cumulatively considerable increases in regional air pollutants.

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

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 (CO₂), methane (CH₄), and nitrous oxide (N₂O) are largely emitted from human activities, accelerating the rate at which these compounds occur within earth’s atmosphere. Emissions of carbon dioxide are largely by-products of fossil fuel combustion, whereas methane results from off-gassing associated with agricultural practices and landfills. Other GHGs include hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride, and are generated in certain industrial processes. Greenhouse gases are typically reported in “carbon dioxide-equivalent” measures (CO₂E).²²

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.²³

²² 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.

²³ 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.

The California Air Resources Board (ARB) estimated that in 2006 California produced about 484 million gross metric tons of CO₂E (MMTCo₂E), or about 535 million U.S. tons.²⁴ The ARB found that transportation is the source of 38 percent of the State's GHG emissions, followed by electricity generation (both in-state and out-of-state) at 22 percent and industrial sources at 20 percent. Commercial and residential fuel use (primarily for heating) accounted for 9 percent of GHG emissions.²⁵ In the Bay Area, fossil fuel consumption in the transportation sector (on-road motor vehicles, off-highway mobile sources, and aircraft) and the industrial and commercial sectors are the two largest sources of GHG emissions, each accounting for approximately 36 percent of the Bay Area's 95.8 MMTCo₂E emitted in 2007.²⁶ 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.²⁷

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.

8a. Project Greenhouse Gas Emissions. The most common GHGs resulting from human activity are CO₂, CH₄, and N₂O.²⁸ State law defines GHGs to also include hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. These latter GHG compounds are usually emitted in industrial processes and are therefore not applicable to the proposed project. The GHG calculation presented in this analysis

²⁴ California Air Resources Board, "California Greenhouse Gas Inventory for 2000-2006— by Category as Defined in the Scoping Plan." http://www.arb.ca.gov/cc/inventory/data/tables/ghg_inventory_scopingplan_2009-03-13.pdf. Accessed March 2, 2010.

²⁵ Ibid.

²⁶ Bay Area Air Quality Management District, Source Inventory of Bay Area Greenhouse Gas Emissions: Base Year 2007, Updated: February 2010. Available online at: http://www.baaqmd.gov/-/media/Files/Planning%20and%20Research/Emission%20Inventory/regionalinventory2007_2_10.aspx. Accessed March 2, 2010.

²⁷ Ibid.

²⁸ Governor's Office of Planning and Research. *Technical Advisory- CEQA and Climate Change: Addressing Climate Change through California Environmental Quality Act (CEQA) Review*. June 19, 2008. Available at <http://www.opr.ca.gov/ceqa/pdfs/june08-ceqa.pdf>. Accessed March 3, 2010.

includes an estimate of emissions from CO₂, N₂O, and CH₄. Individual projects contribute to the cumulative effects of climate change by emitting GHGs during their construction and operational phases. Both direct and indirect GHG emissions are generated by project operations. Operational emissions include GHG emissions from new vehicle trips and area sources (natural gas combustion). Indirect emissions include emissions from electricity providers, energy required to pump, treat, and convey water, and emissions associated with landfill operations.

The proposed project would increase the activity on site by adding 76 studio residences and seven employees to the site that is currently used for City storage and as a seasonal homeless shelter during winter months, serving approximately 60 people and employs two daytime employees with additional staff at night when the shelter is open. Therefore, 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 and wastewater treatment, and solid waste disposal. GHG emissions from water use and wastewater treatment are presented for the proposed project.

The proposed project is expected to generate 709 metric tons of carbon dioxide equivalents (MTCO₂E) over an approximately 24-month construction period.²⁹ Direct project emissions of carbon dioxide equivalents (including CO₂, NO_x, and CH₄ emissions) include 250 MTCO₂E/year from transportation, and 133 MTCO₂E/year from heating. The project would also indirectly result in GHG emissions from off-site electricity generation at power plants (approximately 83 MTCO₂E/year), energy required to convey, pump and treat water and wastewater (approximately 47 MTCO₂E/year), and anaerobic decomposition of solid waste disposal at landfills, mostly in the form of methane (approximately 2 MTCO₂E/year), for a GHG emissions total of approximately 514 MTCO₂E/year. Construction and annual emissions represent less than 0.01 percent of the Bay Area's GHGs emitted in 2007.³⁰

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 include the following project design features as required by city regulations.

²⁹ 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.

³⁰ Bay Area Air Quality Management District. *Source Inventory of Bay Area Greenhouse Gas Emissions*. Updated: February 2010. 939 Ellis Street, San Francisco, CA 94109. The Bay Area Air Quality Management District reported regional Bay Area GHGs emissions in 2007 at approximately 95.8 MMTCO₂E. 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.

- **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).
- **On-Site Retention of Historical Features.** The project would gain additional LEED points or credits for retention and in-situ reuse or restoration of certain character defining features (Building Code Section 1304C.0.6).
- **Construction Debris Management.** The project sponsor must submit documentation to verify that diversion of at least 75 percent of the project’s construction debris was achieved (LEED® MR2.2)(Building Code Section 1304C.1.3.4).
- **LEED-Certified Energy Efficiency.** If the project’s building permit is submitted before January 1, 2012, the proposed project is required achieve LEED Silver certification (Building Code Section 1304C.3.2.1).
- **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 (gpm), (2) all showers have no more than one showerhead per valve, (3) all faucets and faucet aerators have a maximum flow rate of 2.2 gpm, (4) all toilets have a maximum rated water consumption of 1.6 gallons per flush (gpf), (5) all urinals have a maximum flow rate of 1.0 gpf, 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 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.³¹

³¹ *City and County of San Francisco: Community GHG Inventory Review.* August 1, 2008. IFC International, 394 Pacific Avenue, 2nd Floor, San Francisco, CA 94111. Prepared for City and County of San Francisco, Department of the Environment.

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.

8b. Consistency with Applicable Plans. 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.³² The Scoping Plan estimates a reduction of 174 million metric tons of CO₂E (MMT_{CO2E}) (about 191 million U.S. tons) from the transportation, energy, agriculture, forestry, and high global warming potential sectors (see Table 3). The ARB has identified an implementation timeline for the GHG reduction strategies in the Scoping Plan.³³ 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).

³² ARB, California's Climate Plan: Fact Sheet. Available online at: http://www.arb.ca.gov/cc/facts/scoping_plan_fs.pdf. Accessed March 4, 2010.

³³ 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 CO₂E)
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 (RTPs) 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 RTP 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*.³⁴ 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.

³⁴ 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.

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.

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.³⁵

Waste Reduction

³⁵ These findings are contained within the final Green Building Ordinance, signed by the Mayor August 4, 2008.

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.

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 not have cumulatively considerable GHG emission impacts.

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
9. WIND AND SHADOW—Would the project:					
a) Alter wind in a manner that substantially affects public areas?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Create new shadow in a manner that substantially affects outdoor recreation facilities or other public areas?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

9a. Wind. Wind impacts are generally caused by large building masses extending substantially above their surroundings and by buildings oriented such that a large wall catches a prevailing wind, particularly if such a wall includes little or no articulation. The proposed project would involve the addition of a 17’ by 25’ by 110’ elevator shaft/trash room on the west side of the existing 116.5-foot-tall building. This addition is not anticipated to result in adverse effects on ground-level winds. Additionally, the proposed project would not affect the climate in either the neighborhood or region. The addition of the elevator shaft would have little potential to cause substantial wind acceleration. In view of the above, the proposed project not would result in a significant wind impact. Therefore, the project would not alter wind in a manner that substantially affects public areas, and wind impacts would be less than significant.

9b. Shadow. Section 295 of the Planning Code was adopted in response to Proposition K (passed November 1984) in order to protect certain public open spaces 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 City Planning Commission finds the impact to be insignificant. The elevator shaft at the rear of the building would not reach any of the nearby parks because of their location and the presence of intervening buildings. The net new shading that would result from the project’s construction is expected to be limited in scope due to the small area of the elevator shaft. It would not increase the total amount of shading above levels that are common and generally accepted in urban areas. The project sponsor has submitted a Prop K shadow study, due to the addition of the elevator shaft. The proposed project would not cast new shadow on any properties under the jurisdiction of the Recreation and Park Commission.³⁶ Due to the dense urban fabric of the City, the loss of sunlight on other property is rarely considered by the Planning Department to be a significant physical environmental impact under CEQA. Although an increase in shadow on the property adjacent to the site, which includes an open plaza, may be regarded as an inconvenience, increased shadow as a result of the proposed project would be a less-than-significant impact.

Cumulative Wind and Shadow Impacts. Given the distance between the project site and other foreseeable projects in the vicinity, such as development anticipated under the Market and Octavia Area Plan, and the residential projects approximately one-third of a mile east of the project site at Mission and 10th Streets, the project would not result in cumulatively considerable wind impacts or new shading effects on public open spaces.

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

³⁶ The Prop K shadow study reviews the project for compliance with Section 295 of the Planning Code, which restricts new shadow, cast by structures exceeding a height of 40 feet, upon property under the jurisdiction of the Recreation and Park Commission. The Planning Department issued its determination of compliance with Section on March 19, 2010. This report is available as Case No. 2008.1398K.

<u>Topics:</u>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
c) Physically degrade existing recreational resources?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

10a-c. Parks and Recreation. In 1998, the City of San Francisco initiated the Great Parks for a Great City Assessment Project to determine the condition of the park system as well as to determine future needs. In August of 2004, the San Francisco Recreation and Park Department published a Recreation Assessment Report that evaluates the recreation needs of San Francisco residents.³⁷ Nine service area maps were developed for the Recreation Assessment Report. The service area maps were intended to help Recreation and Park Department staff and key leadership assess where services are offered, how equitable the service delivery is across the City and how effective the service is as it applies to participating levels overlaid against the demographics of where the service is provided. The project site is located in an area identified in the San Francisco General Plan as a high need area for recreational facilities and improvements (to be given the highest priority for new parks and recreational facilities in the City).³⁸

Parks and recreational facilities in the area include Patricia’s Green in Hayes Valley (aka Hayes Green; 0.5 mile), Civic Center Plaza (0.6 mile), Koshland Park (0.5 mile), and Rose-Page Mini Park (0.4 mile). The addition of 76 projected residents would incrementally increase the demand for park and recreation services and facilities in the area, but not in excess of the amounts provided for in the project vicinity. Residents would likely use Patricia’s Green at Hayes Valley, Civic Center Plaza, or Yerba Buena Gardens, which is 1.3 miles from the project site and accessible via the 14-Mission bus line.

With the projected addition of 76 residents and seven employees, the proposed project would not require the construction or expansion of offsite recreation facilities. The increase in demand would not be in excess of amounts expected and provided for in the area and the City as a whole. The additional use of the recreational facilities would be relatively minor compared with the existing use and

³⁷ San Francisco Recreation and Park Department, Recreation Assessment Report, August 2004. This document is on file and available for public review by appointment at the Planning Department, 1650 Mission Street, 4th Floor, and is available at http://www.parks.sfgov.org/site/recpark_index.asp?id=27310.

³⁸ San Francisco Planning Department, Recreation and Open Space Element of the San Francisco General Plan, Map 9: Open Space Improvement Priority Plan, adopted July 1995.

therefore, the proposed project would not result in substantial physical deterioration of existing recreational resources. The impact on recreational facilities would, therefore, be less than significant.

Cumulative Recreation Impacts. Recreation facility use in the project area would also likely increase with development anticipated under the Market and Octavia Area Plan and projects approximately one-third of a mile east of the project site at Mission and 10th Streets. Compliance with Planning Code open space requirements would ensure future impacts to recreation resources from cumulative development would not be cumulatively considerable. The proposed project would not contribute to cumulative impacts on recreational resources overall.

<u>Topics:</u>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
11. UTILITIES AND SERVICE SYSTEMS—Would the project:					
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supply available to serve the project from existing entitlements and resources, or require new or expanded water supply resources or entitlements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Result in a determination by the wastewater treatment provider that would serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The project site is served by existing utilities and public services including wastewater collection and transfer, stormwater drainage, solid waste collection and disposal, police and fire services, and power, water, and communication facilities. The project would increase demand for and use of public services

and utilities on the site and would add to cumulative water and energy consumption, but not in excess of amounts projected by agencies responsible for management of those services and utilities.

11a–c and e. Wastewater/Stormwater. 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, no significant impact would result from the proposed new construction.

11d. Water Supply. 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.³⁹ Thus, project impacts on water supply would be less than significant.

11f and g. Solid Waste. 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

³⁹ 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.

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 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 the development anticipated under the Market and Octavia Area Plan, and the residential projects approximately one-third of a mile east of the project site at Mission and 10th Streets, 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 not contribute considerably to cumulative impacts related to utilities and service systems.

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

12a. Governmental Facilities and Services

Police Protection Services. Development of the project would bring new 76 residents and seven 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 Southern Station jurisdiction of the SFPD, located at 850 Bryant Street, approximately 1.4 miles from the project site.⁴⁰ The closest police station is the Mission Station at 630 Valencia Street, approximately 1 mile from the project site. No new stations are proposed in the project vicinity; however, the SFPD has sufficient resources to accommodate a project of this size. Given the 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.

Fire Protection Services. The project would increase the demand for fire protection services within the project area. The project area is served by Station 36 (at 109 Oak 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. By replacing the existing storage and temporary shelter uses with permanent residential uses on site, the number of calls for services from the project site would be expected to increase. However, the increases would be incremental and would not likely be substantial in light of the existing demand and capacity for fire suppression and emergency medical services in the City.

⁴⁰ San Francisco Police Department website: <http://sf-police.org/>. Accessed February 11, 2010.

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. In addition, occupants of the proposed building would contribute to congestion if an emergency evacuation of the area were required. Section 12.202(e)(1) of the San Francisco Fire Code requires that all owners of high-rise buildings (over 75 feet) "shall establish or cause to be established procedures to be followed in case of fire or other emergencies. All such procedures shall be reviewed and approved by the chief of division." Project construction would be required to conform to the provisions of the Building and Fire Codes, which require additional life safety protections for high-rise buildings. The project would comply with those provisions. 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.

Schools. The nearest public schools are Marshall Elementary School at 1575 15th Street (0.3 mile from project site); Everett Middle School at 450 Church Street (0.9 mile from project site); and Mission High School at 3750 18th Street (1.0 mile from project site). The 76 residents of the proposed project's single-occupancy units would be formerly homeless veterans, anticipated to be senior citizens; thus, it is unlikely that any school age children would occupy the proposed project.

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.⁴¹ 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 as of Fall 2008 was 55,272. SFUSD is adopting a new student assignment policy to manage the projected growth in students. An increase in students associated with the proposed project would not substantially change

⁴¹ San Francisco Unified School District, *Capital Plan FY 2010-2019*, September 2009. Available at <http://portal.sfusd.edu/data/facilities/FINAL%20APPROVED%20CAPITAL%20PLAN%202010-2019%20Oct%2027%202009.pdf>. Accessed February 11, 2010.

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 development anticipated under the Market and Octavia Area Plan and residential projects at Mission and 10th Streets, 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.

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
13. BIOLOGICAL RESOURCES—					
Would the project:					
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

13a–d and f. Habitat and Wildlife. The project site is within a developed urban area and is completely covered by impervious surfaces. The site, therefore, does not provide habitat for any rare or endangered plant or animal species, and the proposed project would not affect or diminish plant or animal habitats, including riparian or wetland habitat. The proposed project would not interfere with any resident or migratory species, or affect any rare, threatened, or endangered species. There are no adopted habitat conservation plans applicable to the project site.

13e. Trees. The San Francisco Board of Supervisors adopted legislation that amended the City’s Urban Forestry Ordinance, Public Works Code Sections 801 et seq., to require a permit from the DPW to remove any protected trees. Protected trees include landmark trees, significant trees, and street trees located on private or public property. No trees exist on the project site. Adjacent to the building along Otis Street are six mature street trees, which would remain. Based on the conditions discussed above, the project site and its surroundings provide no important biological habitats. Because the proposed project would not have a significant impact on rare, threatened, or endangered species or their habitats, or resident or migratory species or their habitats, and would not conflict with the new Board of Supervisors legislation regarding significant tree removal, project biological resource impacts would be less than significant.

Cumulative Biological Resources Impacts. As described above, the project site does not contain biological resources, and the project would have no impact. Subsequently, cumulative development in the project vicinity would not combine with the project to impact biological resources. Thus, the proposed project and other projects in the area would not have a significant cumulative impact on biological resources.

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
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:					

<u>Topics:</u>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42.)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Be located on geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code, creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Change substantially the topography or any unique geologic or physical features of the site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Construction would require the installation of micropiles and excavation to a depth of 5' 8" below the existing slab. Soil removed from the site would be trucked to an appropriate landfill following testing pursuant to City and State requirements.

14a and c. Seismic and Geologic Hazards. The San Francisco General Plan Community Safety Element contains maps that show areas of the City subject to geologic hazards. These maps indicate that the southwest corner of the project site is located in an area of liquefaction potential (Map 4).⁴² For any development proposal located in an area of liquefaction potential, DBI may require the project sponsor to prepare an updated geotechnical report pursuant to the State Seismic Hazards Mapping Act as part

⁴² San Francisco General Plan Community Safety Element, Map 4. Available at http://www.sf-planning.org/ftp/General_Plan/images/I8.community_safety/Map4.gif

of its review of the building permit application. A geotechnical investigation was conducted for the proposed project.⁴³

The geotechnical report assesses the nature and severity of the hazards on the site and recommends project design and construction features that would reduce the hazards. The report notes that the primary geotechnical issues for the project are the presence of groundwater near the basement floor, developing foundations capable of resisting potential seismic overturning forces associated with the building's height (9 stories) to narrow base dimension (44 feet), and the potential surcharge loads on the BART tunnel that runs in front of the project site under Otis Street. The report concludes that the proposed project can be constructed as planned provided the geotechnical recommendations presented in the report are incorporated into the design.

Use of the building became limited after the 1989 Loma Prieta earthquake due to seismic safety concerns. The proposed project would bring the building up to current seismic safety standards in conformance with the San Francisco Building Code. Decisions about appropriate foundation design and whether additional background studies are required would be considered as part of the Department of Building Inspection (DBI) review process. Background information provided to DBI would provide for the security and stability of adjoining properties as well as the subject property during construction. Therefore, potential damage to structures from geologic hazards on the project site would be addressed through the DBI review of the building permit application and geotechnical report pursuant to its implementation of the Building Code. In light of the above, the proposed project would not result in a significant effect related to seismic and geologic hazards.

14b. Erosion. Because the project sponsor is required to implement construction Best Management Practices listed on the Stormwater Pollution Prevention Program "Checklist for Construction Requirements," implementation of erosion and sedimentation control measures, as required by the City and/or resources agencies, would minimize short-term construction-related erosion impacts to less than significant.

14d-f. Soils and Topography. The project site is located on flat terrain in an area of San Francisco that is underlain by beach and dune sand; it is not located on expansive soil. Septic tanks and/or alternative

⁴³ Treadwell and Rollo, *Geotechnical Investigation, 150 Otis Street, San Francisco, California*, March 22, 2010. This report is available upon request as part of Case No. 2008.1398E.

wastewater disposal systems would not be required for the development of the proposed project. There are no unique geologic or physical features on the site. Thus, the project would have no impact on these topics.

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.

<u>Topics:</u>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
15. HYDROLOGY AND WATER QUALITY— Would the project:					
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion of siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other authoritative flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

<u>Topics:</u>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
j) Expose people or structures to a significant risk of loss, injury or death involving inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

15a and f. Water Quality and Groundwater. 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 site is completely covered with impervious surfaces, and natural groundwater flow would continue under and around the site. The proposed project would not increase impervious surface coverage on the site nor reduce infiltration and groundwater recharge. Therefore, the proposed project would not substantially alter existing groundwater or surface flow conditions.

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.

15c–e. Drainage and Surface Runoff. 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.

15g-i. Flood Hazard. The site is not within a flood hazard area as mapped on federal Flood Hazard Boundary or Flood Insurance Rate Maps. The site is not subject to flooding by failure of a levee or dam. Thus, the project would have no impacts regarding flood hazards.

15j. Seiche, Tsunami, Mudflow. The site is not on the San Francisco 20-foot Tsunami Runup Map; therefore, no significant 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. There is no mudslide hazard at the project site because the site and vicinity are fully-developed with no erosion-prone slopes. Thus, there would be no project-related significant impact from seiche, tsunami, or mudflow hazard.

Cumulative Hydrology Impacts. The proposed project would not have a 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 increase or decrease the amount of impervious surfaces, and thus 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.

<u>Topics:</u>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
16. HAZARDS AND HAZARDOUS MATERIALS					
Would the project:					
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

<u>Topics:</u>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

16a. Use of Hazardous Materials. The project would involve the development of 76 residential units, 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.

16b and d. Release of Hazardous Materials and Hazardous Materials Sites List.

Potential Impacts Related to Materials in Soil or Groundwater.

A Phase I Environmental Site Assessment (ESA) was prepared for the project site to assess possible environmental concerns related to on-site or nearby chemical use, storage, handling, spillage, and/or on-site disposal, with particular focus on potential degradation of soil or groundwater quality.⁴⁴ The ESA also reviewed the land use history of the project site and operating practices at or near the site to assess potential hazards from reported chemical releases on nearby properties and the potential migration of chemicals, contaminants, and toxics onto the project site.

The site was used as a juvenile court and detention facility from 1916 until the 1950s, and as a City public welfare office from the 1950s to 1989. Currently the building is used as a seasonal shelter and for storage of surplus office equipment on floors 4 through 9. A basement currently contains a boiler room and other storage areas. Groundwater is locally encountered at depths of approximately 7 and 8 feet below ground surface and generally flows toward the southeast. A review of environmental regulatory agency lists and records found no files regarding the project site in regards to adverse environmental conditions. The report focused on offsite facilities with known contamination in soil and groundwater that were most likely to represent potential environmental concerns at the project site. Three nearby sites were discussed in the Phase I ESA report.

The property immediately to the north and upgradient of the project site is 1 McCoppin Street, an AT&T facility. In 1985, two underground storage tanks (USTs) were replaced with one 8,000-gallon diesel UST, three groundwater monitoring wells were installed in the vicinity of the USTs, due to elevated levels of extractable petroleum hydrocarbons (TEPH) and total volatile hydrocarbons. Groundwater sampling was conducted in 1999, and on February 17, 2000, the San Francisco Department of Public Health (DPH) issued a Remedial Action Completion Certification letter confirming the completion of investigation and remedial action for the former USTs located at 1 McCoppin Street. On January 29, 2004, the 8,000-gallon diesel UST and associated piping were removed and soil sampling was conducted. On May 20, 2004, DPH issued a Remedial Action Completion Certification letter confirming the completion of investigation and remedial action for the closure of the 8,000-gallon UST.

A dry cleaning facility operated at 69 Duboce Avenue, approximately 600 feet upgradient of the project site, from 1927 until the 1990s. The site was listed on the State of California registered leaking

⁴⁴ Treadwell and Rollo, *Phase I Environmental Site Assessment, 150 Otis Street, San Francisco, California*, March 11, 2009. This report is available upon request as part of Case No. 2008.1398E.

underground storage tank (LUST) list. In June 1990, 10 USTs were removed from the property, and soil samples were taken from exploratory soil borings, which indicated elevated concentrations of total petroleum hydrocarbons as Stoddard solvent (TPH-s). Additional monitoring and sampling was conducted in 1993 and 1997, and on September 8, 1997, all groundwater monitoring wells at the property were decommissioned and DPH issued case closure with no additional remediation required.

A moving and storage facility at 150 Valencia Street, approximately 600 feet upgradient of the project site, was listed on the State of California registered LUST site. On August 26, 1999, a 200-gallon gasoline UST was removed from the property. Soil sampling was conducted. Due to the analytical results and the fact that there was no groundwater in the excavation, the property was granted case closure by DPH on October 1, 1999.

Potential Impacts Related to Building Materials

Asbestos-Containing Materials

The Phase I ESA conducted for the proposed project noted that asbestos-containing material was observed within the basement boiler room and that 0.84 tons of asbestos-containing waste from the project site was disposed at a landfill in 2005.⁴⁵ Section 19827.5 of the California Health and Safety Code, adopted January 1, 1991, requires that local agencies not issue demolition or alteration permits until an applicant has demonstrated compliance with notification requirements under applicable Federal regulations regarding hazardous air pollutants, including asbestos. The Bay Area Air Quality Management District (BAAQMD) is vested by the California legislature with authority to regulate airborne pollutants, including asbestos, through both inspection and law enforcement, and is to be notified ten days in advance of any proposed demolition or abatement work.

Notification includes the names and addresses of operations and persons responsible; description and location of the structure to be demolished/altered, including size, age, and prior use, and the approximate amount of friable asbestos; scheduled starting and completion dates of demolition or abatement; nature of planned work and methods to be employed; procedures to be employed to meet BAAQMD requirements; and the name and location of the waste disposal site to be used. The BAAQMD randomly inspects asbestos removal operations. In addition, the BAAQMD would inspect

⁴⁵ Ibid.

any removal operation for which a complaint has been received. The local office of the State Occupational Safety and Health Administration (OSHA) must be notified of asbestos abatement to be carried out. Asbestos abatement contractors must follow state regulations contained in 8CCR1529 and 8CCR341.6 through 341.14, where there is asbestos-related work involving 100 square feet or more of material containing asbestos. Asbestos removal contractors must be certified as such by the Contractors State License Board. The owner of the property where abatement is to occur must have a Hazardous Waste Generator Number assigned by and registered with the Office of the California Department of Health Services in Sacramento. The contractor and hauler of the material are required to file a Hazardous Waste Manifest that details the hauling of the material from the project site and the disposal of it. Pursuant to California law, the San Francisco Department of Building Inspection (DBI) would not issue the required permit until the applicant has complied with the notice requirements described above. These regulations and procedures, already established as a part of the permit review process, would ensure that potential impacts of demolition due to asbestos would be reduced a less-than-significant level.

Lead-based Paint

Lead-based paint may be found within the existing on-site structure, constructed in 1916, which is proposed for renovation. Renovation of the existing building must comply with Chapter 34, Section 3407 of the San Francisco Building Code, "Work Practices for Exterior Lead-Based Paint on Pre-1979 Buildings and Steel Structures." Where there is any work that may disturb or remove more than 10 total square feet of lead-based paint on the exterior of any building built prior to December 31, 1978, Chapter 34, Section 3407 requires specific notification and work standards and identifies prohibited work methods and penalties.

The code contains performance standards, including establishment of containment barriers that are at least as effective at protecting human health and the environment as those in the *Department of Housing and Urban Development Guidelines* (the most recent Guidelines for Evaluation and Control of Lead-Based Paint Hazards), and identifies prohibited practices that may not be used to remove lead-based paint. Any person performing work subject to Chapter 34, Section 3407 must make all reasonable efforts during the course of work to prevent migration of lead-based paint contaminants beyond containment barriers, and any person performing regulated work shall make all reasonable efforts to remove visible lead-based paint contaminants from regulated areas of the property prior to completion of the work.

Chapter 34, Section 3407 also includes notification requirements, information the notice should contain, and requirements for signs. Notification includes notifying bidders of any paint-inspection reports that verify the presence or absence of lead-based paint in the regulated area of the proposed project. Prior to commencement of work, the responsible party must provide written notice to the Director of the DBI of the location of the project; the nature and approximate square footage of the painted surface being disturbed and/or removed; anticipated job start and completion dates for the work; whether the responsible party has reason to know or presume that lead-based paint is present; whether the building is residential or nonresidential, owner-occupied or rental property; the approximate number of dwelling units, if any; the dates by which the responsible party has fulfilled or would fulfill any tenant or adjacent property notification requirements; and the name, address, telephone number, and pager number of the party who would perform the work. The ordinance contains provisions regarding inspection and sampling for compliance by the DBI, and enforcement, and describes penalties for non-compliance with the requirements of the ordinance. Compliance with these regulations and procedures contained in the Building Code would ensure that potential impacts of disturbance due to lead-based paint would be reduced to a less-than-significant level.

PCBs and Other Building Materials

The existing building may contain polychlorinated biphenyls (PCBs) and mercury. Inadvertent release of such materials could expose construction workers, occupants, or visitors to these substances, which could result in various adverse health effects if exposure were of sufficient quantity. Although abatement programs similar to those described for asbestos and lead-based paint have not been adopted for PCB and mercury testing and cleanup, items containing PCBs and mercury that are intended for disposal must be managed as hazardous waste and must be handled in accordance with OSHA worker protection requirements. These regulations and procedures, already established as a part of the permit review process, would ensure that potential project impacts related to other potential hazardous materials would be reduced to a less-than-significant level.

16c. Proximity to Schools. The project site is not located within one-quarter mile of an existing or proposed school. Thus, this topic is not applicable.

15e and f. Airports and Airstrips. 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.

15g and h. Fire Safety and Emergency Access. 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 permit review process. Conformance with these standards would ensure appropriate life safety protections for the residential structures. Consequently, the project would not have a significant impact on fire hazards nor interfere with emergency access plans.

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.

<u>Topics:</u>	<u>Potentially Significant Impact</u>	<u>Less Than Significant with Mitigation Incorporated</u>	<u>Less Than Significant Impact</u>	<u>No Impact</u>	<u>Not Applicable</u>
17. MINERAL AND ENERGY RESOURCES—					
Would the project:					
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local <i>General Plan</i> , specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Encourage activities which result in the use of large amounts of fuel, water, or energy, or use these in a wasteful manner?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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.

17a-b. Mineral Resources. 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. The project would not have a significant impact on mineral resources.

17c. Energy. The project would meet current state and local codes concerning energy consumption, including Title 24 of the California Code of Regulation enforced by the DBI. Other than natural gas and coal fuel used to generate the electricity for the project, the project would not have a substantial effect on the use, extraction, or depletion of a natural resource.

San Francisco's 2002 *Electricity Resource Plan* discusses sources for electricity and projected citywide demand.⁴⁶ The Pacific Gas & Electricity peak load forecast is approximately 1,200 megawatts, while the available capacity is over 1,700 megawatts. The City plans to reduce consumption by 107 megawatts by 2012 through various energy efficiency strategies. Any new developments, including the project, would be expected to conform to new City policies designed to reduce energy consumption. While the project would increase new demand for electricity services, the project-generated demand for electricity would be negligible in the context of the overall consumer demand in San Francisco and the state. Therefore, the project would not, in and of itself, generate a significant demand for energy and a major expansion of power facilities. For this reason, the project would not cause a wasteful use of energy and would not have a significant effect on 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. San Francisco consumers have recently experienced rising energy costs and uncertainties regarding the supply of electricity. The root causes of these conditions are under investigation and are the subject of much debate. Part of the problem may be that the state does not generate sufficient energy to meet its demand and must import energy from outside sources. Another part of the problem may be the lack of cost controls as a result of deregulation. The CEC is currently considering applications for the development of new power-generating facilities in San Francisco, the Bay Area,

⁴⁶ San Francisco Public Utilities Commission and San Francisco Department of the Environment, *The Electricity Resource Plan*, 2002. Available at: http://sfwater.org/detail.cfm/MC_ID/12/MSC_ID/138/MTO_ID239/C_ID/1346. Accessed July 8, 2008.

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 result in a significant physical environmental effect or contribute to a cumulative impact. Overall, the project would not have cumulatively considerable impacts related to mineral and energy resources.

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
18. AGRICULTURE AND FOREST RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.					
—Would the project					
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)) or timberland (as defined by Public Resources Code Section 4526)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

18a-e. Agriculture and Forest Resources. 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.

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
19. MANDATORY FINDINGS OF SIGNIFICANCE—					
Would the project:					
a) Have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have impacts that would be individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

19a and c. Impacts. As assessed in the preceding sections of this Initial Study, no significant effects have been identified, and no mitigation measures have been incorporated into the project to address potential impacts.

19b. Cumulative Effects. The project site is in the Market and Octavia Plan Area, which encourages high-density residential development in areas with easy access to public transit. The *Market and Octavia Neighborhood Plan EIR* analyzes the impacts of the reasonably foreseeable development in the Market

and Octavia Plan Area, including the project site and site vicinity, and analyzes cumulative development in the vicinity of the project site.⁴⁷ Approximately 80 percent of the square footage in the Market and Octavia Plan Area would be residential, which could contain up to approximately 5,960 residential units by 2025.⁴⁸ Cumulative impacts were analyzed based on land use projections as well as currently proposed projects. The EIR concludes that implementation of the plan could generate two potentially significant and unavoidable shadow impacts (on the War Memorial Open Space, United Nations Plaza), seven traffic intersection impacts (at the intersection of Hayes/Gough, Hayes/Franklin; Laguna/Market/Hermann/ Guerrero; Market/Sanchez/Fifteenth; Market/Church/Fourteenth; Mission/Otis/South Van Ness; and Hayes/Van Ness), and transit service degradation due to the traffic intersection impacts. The proposed project would not contribute to the shadow impacts, and because of its minimal contribution of auto trips, it would not substantially contribute to intersection impacts. The *Market and Octavia Neighborhood Plan EIR* found that all other potentially significant program-level impacts would be reduced to less than significant through mitigation measures. It also found that cumulative historic resource impacts would be less than significant.⁴⁹ Therefore, all potential cumulative impacts of the proposed project, which would be a small fraction of the development predicted by the Market Octavia Area Plan, would be less than significant for all checklist items.

F. PUBLIC NOTICE AND COMMENTS

A “Notification of Project Receiving Environmental Review” was mailed on January 15, 2010, to the owners of properties within 300 feet of the project site and to neighborhood groups. The Planning Department received telephone calls from one person, in response to the notice, requesting that the project sponsor make a presentation about the project to a neighborhood group, the Alliance for a Better District 6. No comments or concerns were expressed in response to the notification.

⁴⁷ San Francisco Planning Department, *Market and Octavia Neighborhood Plan EIR*, April 5, 2007, Table 1-1, Summary of Significant Impacts and Mitigation Measures, pp. 1-9 and 1-38.

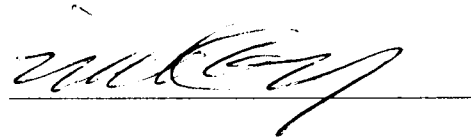
⁴⁸ *Ibid*, Table 4-1, Projected Land Uses by Category in the Project Area (2025) Section 4.2, p. 44.

⁴⁹ *Ibid*, Section 4.6, p. 174.

G. DETERMINATION

On the basis of this initial study:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a “potentially significant impact” or “potentially significant unless mitigated” impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, no further environmental documentation is required.



Bill Wycko
Environmental Review Officer

for

John Rahaim
Director of Planning

DATE March 30, 2010

H. 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
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Project Sponsor Team

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San Francisco, CA 94103

Joan McNamara, Senior Project Manager



SAN FRANCISCO PLANNING DEPARTMENT

Planning Commission Resolution No. XXXXX

HEARING DATE: APRIL 22, 2010

Date: April 8, 2010
Case No.: 2008.1398TZ
Project Address: 150 Otis Street
Zoning: P (Public Use District)
Proposed SUD: Veterans Common Special Use District
Height/Bulk: 85-X
Proposed Ht/Bulk: 125-X
Block/Lot: 3513/007
Project Sponsor: Supervisor David Chiu
Staff Contact: Diego R Sánchez – (415) 575-9082
diego.sanchez@sfgov.org

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RESOLUTION OF THE PLANNING COMMISSION ADOPTING FINDINGS RECOMMENDING THAT THE BOARD OF SUPERVISORS ADOPT A PROPOSED ORDINANCE ADDING PLANNING CODE SECTION 249.46 TO ESTABLISH THE VETERANS COMMONS SPECIAL USE DISTRICT, TO AMEND SHEET SU07 OF THE ZONING MAP TO REFLECT THIS NEW SPECIAL USE DISTRICT AND TO AMEND ZONING MAP SHEET HT07 TO CHANGE THE HEIGHT AND BULK DESIGNATION TO 125-X FOR THE PROPERTY AT 150 OTIS STREET (LOT 007 IN ASSESSOR'S BLOCK 3513) LOCATED ON THE WEST SIDE OF OTIS STREET BETWEEN MCCOPPIN STREET AND DUBOCE AVENUE, TO FACILITATE THE DEVELOPMENT OF 76 AFFORDABLE DWELLING UNITS, RESIDENTIAL SERVICES AND COMMON AREA AND MAKING ENVIRONMENTAL FINDINGS AND FINDINGS OF CONSISTENCY WITH THE GENERAL PLAN AND THE PRIORITY POLICIES OF PLANNING CODE SECTION 101.1.

WHEREAS, On March 16, 2010, Supervisor David Chiu introduced a proposed Ordinance under Board of Supervisors (hereinafter "Board") File Number 100330, attached as EXHIBIT A, which would amend the San Francisco Planning Code by adding Section 249.46 to create the Veterans Commons Special Use District ("SUD"), to amend Sheet SU07 of the Zoning Map of the City and County of San Francisco and to amend Sheet HT07 of the Zoning Map of the City and County of San Francisco to reflect this new SUD and change in height and bulk designation to allow dwelling units, social services and exceptions from the Planning Code for rear yard, usable open space dwelling unit exposure, bicycle parking, dwelling unit mix and density requirement for establishment of an affordable housing development at 150 Otis Street, located on the west side of Otis Street, between McCoppin Street and Duboce Avenue, (Lot 007 in Assessor's Block 3513).

Chinatown Community Development Center (hereinafter "Project Sponsor") proposes to establish on the Subject Property 76 affordable dwelling units and no more than 6,300 square feet of residential social service space on the lower floors. The Project will result in the beneficial reuse of a site currently serving as a seasonal homeless shelter and a storage site for the City of San Francisco.

The Planning Department (hereinafter, "Department") published a Preliminary Negative Declaration (hereinafter "PND") on March 31, 2010, analyzing the Proposed SUD and change in height and bulk designation and other actions related to the project (Case No. 2008.1398E). On April 22, 2010, by Motion No. XXXXX, the Planning Commission (hereinafter "Commission") held a public hearing, made findings and adopted a Final Negative Declaration (the "FND") for the Project in compliance with the California Environmental Quality Act (California Public Resources Code sections 21000 et seq., CEQA), the State CEQA Guidelines (California Code of Regulations Title 14 sections 15000 et seq.), and Chapter 31 of the San Francisco Administrative Code (Chapter 31). The Commission finds that since approval and publication of the FND on April 22, 2010 no substantial changes are proposed in the project which will require major revisions of the FND due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; no substantial changes have occurred with respect to the circumstances under which the project is undertaken which will require major revisions of the FND due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; and no new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the FND was adopted shows that the project will have one or more significant effects not discussed in the FND or that effects previously examined will be substantially more severe than shown in the FND. Accordingly, the FND's analysis and conclusions remain valid and no subsequent or supplement environmental review is required.

The Commission conducted a duly noticed public hearing at a regularly scheduled meeting to consider the proposed text amendment and map change on April 22, 2010.

The goal of this legislation is to allow the establishment of 76 permanently affordable dwelling units so as to provide affordable rental opportunities and social services for formerly homeless veteran households consistent with the goals of the General Plan and the Market and Octavia Plan.

The proposed text amendment and map change will affirmatively promote the objectives and policies of the General Plan for the reasons set forth in Section 6 of Planning Commission Motion No. _____

The Department has not received any letters or phone calls in support or in opposition to the proposed Ordinance.

The proposed text amendment and map change will promote the following relevant 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. Set allowable densities in established residential areas at levels which will promote compatibility with prevailing neighborhood scale and character where there is neighborhoods support.

The proposed project is a high density development just to the west of the downtown area, situated in a building that the City of San Francisco has identified as part of its Surplus Property program. The proposed project will adaptively re-use a publicly held site that currently serves as a seasonal homeless shelter and a storage site for the City of San Francisco into 76 permanently affordable units for formerly homeless veterans and a resident manager and space for supportive social services for the residents of the building.

Policy 1.3

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

The proposed project is a high density development just to the west of the downtown area within a building that has been identified by the City of San Francisco to be a part of its Surplus Property program.

Policy 1.5

Support development of affordable housing on surplus public lands.

The proposed project will adaptively re-use a publicly held site that currently serves as a seasonal homeless shelter and a storage site for the City of San Francisco and one that has been identified by the City of San Francisco to be a part of its Surplus Property program into 76 permanently affordable units for formerly homeless veterans and a resident manager and space for supportive social services for the residents of the building.

OBJECTIVE 3

ENHANCE THE PHYSICAL CONDITION AND SAFETY OF HOUSING WITHOUT JEOPARDIZING USE OR AFFORDABILITY.

Policy 3.1

Ensure that existing housing is maintained in a decent, safe, and sanitary condition, without increasing rents or displacing low-income households.

As part of the scope of work for the rehabilitation of the existing 90 plus year old structure, the project proposes seismic, building system, and accessibility upgrades as well as the reconfiguration of interior

spaces and the addition of a new, exterior elevator tower. The project will create 76 units of permanently affordable housing for formerly homeless veterans and a resident manager.

Policy 3.5

Improve the seismic stability of existing housing without reducing the supply of affordable housing.

As part of the creation of 76 units of permanently affordable units, the project proposes seismic upgrades to meet current building code standards.

Policy 3.6

Preserve landmark and historic residential buildings.

The proposed project would result in the conservation of an existing historic resource.

OBJECTIVE 4

SUPPORT AFFORDABLE HOUSING PRODUCTION BY INCREASING SITE AVAILABILITY AND CAPACITY.

Policy 4.1

Actively identify and pursue opportunity sites for permanently affordable housing.

The proposed project site is part of the City of San Francisco Surplus Property program, and as such is the result of the identification of sites for permanently affordable housing. The project proposes to create 76 units of permanently affordable housing on publicly held land.

Policy 4.3

Encourage the construction of affordable units for single households in residential hotels and "efficiency" units.

The project proposes to create 76 units of permanently affordable housing for formerly homeless veterans and a resident manager. The sizes of the proposed units are generally considered adequate for households of not more than one to two persons and it is anticipated that the vast majority of households in the proposed project will be households of not more than one person.

Policy 4.4

Consider granting density bonuses and parking requirement exemptions for the construction of affordable housing or senior housing.

As part of the entitlements being sought to realize the proposed project, a Special Use District will be created to grant a density bonus for the project. The creation of 76 units of affordable housing for formerly homeless veterans and a resident manager is a clear public benefit granted in exchange for the increased density at the site.

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.

The SUD will support a 100% affordable housing project in conjunction with a local non-profit, community-based organization dedicated to the provision of affordable housing and community services.

OBJECTIVE 8

ENSURE EQUAL ACCESS TO HOUSING OPPORTUNITIES.

Policy 8.1

Encourage sufficient and suitable rental housing opportunities and emphasize permanently affordable rental units wherever possible.

The proposed project will create 76 units of permanently affordable rental units. It is anticipated that a number of the residents will be elderly veterans and/or have special needs.

Policy 8.8

Promote the adaptability and maximum accessibility of residential dwellings for disabled and elderly occupants.

The proposed project will meet the latest ADA requirements as imposed by the City of San Francisco to provide the maximum possible accessibility, given site constraints, for disabled and elderly occupants.

OBJECTIVE 10

REDUCE HOMELESSNESS AND THE RISK OF HOMELESSNESS IN COORDINATION WITH RELEVANT AGENCIES AND SERVICE PROVIDERS.

Policy 10.1

Focus efforts on the provision of permanent affordable and service-enriched housing to reduce the need for temporary homeless shelters.

The proposed project seeks to convert a site currently used as a seasonal shelter for the homeless into 76 units of permanently affordable dwellings with space on lower floors for social services designed and aimed for the residents of the project.

**TRANSPORTATION ELEMENT:
Objectives and Policies**

OBJECTIVE 11

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

Policy 11.3

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

The proposed project coordinates the establishment of 76 permanently affordable units for formerly homeless veterans and a resident manager with the rich network of public transit found along Market Street, Mission Street and other intersections all within walking distance of the project site. Because off-street parking is not a part of the proposed project, there are no traffic problems to mitigate for the developer.

**AIR QUALITY ELEMENT:
Objectives and Policies**

OBJECTIVE 3

DECREASE THE AIR QUALITY IMPACTS OF DEVELOPMENT BY COORDINATION OF LAND USE AND TRANSPORTATION DECISIONS.

Policy 3.2:

Encourage mixed land use development near transit lines and provide retail and other types of service oriented uses within walking distance to minimize automobile dependent development.

The SUD will permit greater density adjacent to transit infrastructure thus reducing potential air quality impacts.

**ENVIRONMENTAL PROTECTION ELEMENT:
Objectives and Policies**

OBJECTIVE 4

ASSURE THAT THE AMBIENT AIR OF SAN FRANCISCO AND THE BAY REGION IS CLEAN, PROVIDES MAXIMUM VISIBILITY, AND MEETS AIR QUALITY STANDARDS.

Policy 4.2:

Encourage the development and use of urban mass transportation systems in accordance with the objectives and policies of the Transportation Element.

Because the proposed project does not include off-street parking spaces, residents of the project will be using mass transit and other forms of transportation to commute to their places of work and recreation.

OBJECTIVE 13

ENHANCE THE ENERGY EFFICIENCY OF HOUSING IN SAN FRANCISCO.

Policy 13.1

Improve the energy efficiency of existing homes and apartment buildings.

Policy 13.4

Encourage the use of energy conserving appliances and lighting systems.

Policy 13.5

Emphasize energy conservation in local government housing assistance programs.

As part of the renovation of the existing building, the proposed project will incorporate numerous energy efficiency improvements including the use of energy conserving appliances and lighting systems. The project sponsor will assure that the renovations achieve at least the City required minimum rating under the Green Point Rated system and the proposed project is also participating in the Energy Star pilot program.

OBJECTIVE 15

INCREASE THE ENERGY EFFICIENCY OF TRANSPORTATION AND ENCOURAGE LAND USE PATTERNS AND METHODS OF TRANSPORTATION WHICH USE LESS ENERGY.

Policy 15.3:

Encourage an urban design pattern that will minimize travel requirements among working, shopping, recreation, school and childcare areas.

With the approval of the SUD, the proposed project will achieve a greater density adjacent to transit infrastructure thus encouraging less energy-intensive transit use.

MARKET AND OCTAVIA AREA PLAN

Objectives and Policies

OBJECTIVE 1.1

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

POLICY 1.1.2

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

The proposed project is located approximately two blocks from Market Street and Van Ness Avenue, and is well-served by transit that will allow residents of the development to easily travel throughout the City and Bay Region.

OBJECTIVE 2.2

ENCOURAGE CONSTRUCTION OF RESIDENTIAL INFILL THROUGHOUT THE PLAN AREA.

POLICY 2.2.5

Encourage additional units in existing buildings.

The proposed project seeks to create 76 permanently affordable units for formerly homeless veterans within an existing building that currently serves as a seasonal homeless shelter.

POLICY 2.2.6

Where possible, simplify zoning and planning controls to expedite the production of housing.

As part of the entitlements being sought to realize the proposed project, the creation of a Special Use District will enable the proposed project to meet planning controls for development on publicly held land.

OBJECTIVE 3.2

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

POLICY 3.2.5

Preserve landmark and other buildings of historic value as invaluable neighborhood assets.

The proposed project will result in the preservation of a landmark building, with improvements made that meet all applicable preservation codes and standards.

POLICY 3.2.6

Encourage rehabilitation and adaptive reuse of historic buildings and resources.

The proposed project is an adaptive re-use of the existing historically significant building. The proposal includes an upgrade to seismic system, building system, and accessibility of the building; the reconfiguration of interior spaces; the addition of a new, exterior elevator tower; the addition of new deck and entrances at rear; and the replacement of windows.

The proposed amendments to the Planning Code are consistent with the eight Priority Policies set forth in Section 101.1(b) of the Planning Code in that:

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

The proposed project will have no adverse affect upon the existing neighborhood serving retail uses. The addition of 76 dwelling units and accompanying social services will provide many new potential patrons

for the existing neighborhood serving retail, preserving and enhancing the retail base in the immediate vicinity

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

The proposed project will create 76 additional units of affordable housing for the area, thereby increasing and enhancing the cultural and economic diversity of the neighborhood.

3. That the City's supply of affordable housing be preserved and enhanced;

The proposed project will enhance the supply of affordable housing by adding 76 units.

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

The proposed project will not impede Muni transit service or overburden streets or neighborhood parking as it is not expected that the residents of this project will own automobiles and it is anticipated that the residents will use public transit or walk as a means for mobility.

5. 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 proposed project will have no adverse affects upon the industrial and service sectors stemming from commercial office development as the project proposes the creation of 76 affordable dwelling units.

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

The scope of rehabilitation for the proposed project includes seismic upgrades to protect against injury and loss of life in an earthquake.

7. That the landmarks and historic buildings be preserved;

The proposed project will result in the preservation of a landmark building in accordance with the applicable standards.

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

The proposed project will not adversely affect parks and open space and their access to sunlight and vistas as the project has been determined to not cast net new shadow upon any parks or open areas.

Further, for the foregoing reasons and based on the facts presented, the Commission finds, pursuant to Section 302, that the public necessity, convenience, and general welfare require the adoption of this legislation.

NOW THEREFORE BE IT RESOLVED that the Commission hereby recommends that the Board of Supervisors ADOPT the proposed Ordinance.

I hereby certify that the foregoing Resolution was ADOPTED by the Planning Commission on April 22, 2010.

Linda Avery
Commission Secretary

AYES:

NAYS:

ABSENT:

ADOPTED:

Attachments: EXHIBIT A (Proposed Ordinance introduced by Supervisor Chiu)

1 [Veteran Commons Special Use District.]

2
3 **Ordinance adding Planning Code Section 249.46 to establish the Veteran Commons**
4 **Special Use District for property located at 150 Otis Street, Block 3513, Lot 07;**
5 **amending the City's Zoning Map, Sheets HT07 and SU07 to change the height district**
6 **from 85 to 125 feet and reflect the boundaries of the Veteran Commons Special Use**
7 **District; and making environmental findings and findings of consistency with the**
8 **General Plan and the priority policies of Planning Code Section 101.1.**

9 NOTE: Additions are *single-underline italics Times New Roman*;
10 deletions are ~~*strike-through italics Times New Roman*~~.
11 Board amendment additions are double-underlined;
Board amendment deletions are ~~strikethrough normal~~.

12 Be it ordained by the People of the City and County of San Francisco:

13 Section 1. Findings. The Board of Supervisors of the City and County of San
14 Francisco hereby finds and declares as follows:

15 (a) The legislation shall establish the Veteran Commons Special Use District that
16 applies to property located at 150 Otis Street, Block 3513, Lot 07.

17 (b) It is an important policy of the City to provide permanent supportive housing and
18 supportive services for homeless veterans.

19 (c) The lack of affordable housing with supportive services is one of the most
20 significant impairments facing veterans as they re-enter the community to live independently.
21 With affordable housing and supportive services, veterans are far more likely to find adequate
22 employment and make a successful transition.

23 (d) There is a lack of affordable housing with supportive services for homeless
24 veterans.

1 (e) Ensuring that housing, employment, case management, therapy, mentoring, and
2 life skills are available will yield positive outcomes for veterans returning to the community.

3 (f) By providing housing and support for veterans, the City can address some of the
4 following problems:

5 (1) According to the San Francisco Plan to Abolish Chronic Homelessness, prepared
6 by the San Francisco Ten Year Planning Council, the San Francisco homeless veteran
7 population is estimated that to be 3,000 homeless veterans, over 300 of those homeless
8 veterans are chronically homeless.

9 (2) Many homeless veterans are over the age of 50, and suffer from multiple
10 disabilities, including, without limitation, mental illness, chronic substance abuse, HIV, post
11 traumatic stress disorder, and other severe mental health disorders and physical disabilities.

12 (3) San Francisco currently has only 102 veteran-specific supportive housing units.

13 (4) The San Francisco Ten Year Planning Council determined that the City must
14 increase veteran-specific permanent supportive housing units and that this priority should
15 commence immediately.

16 (g) Veteran Commons will provide accessible, affordable housing for homeless
17 veterans, and will provide intensive supportive services designed to build community and
18 stability among residents, including space for counseling, group meetings, and social
19 activities.

20 (h) Veteran Commons will convert surplus City property for the City's immediate need
21 for veteran-specific permanent supportive housing.

22 Section 2. Environmental Findings, General Plan Findings, and Other Required
23 Findings.

24 (a) The Planning Department, in a mitigated negative declaration adopted on
25 _____, 2010, has determined that the actions contemplated in this Ordinance will not have

1 a negative impact on the environment as provided under the California Environmental Quality
2 Act. (California Public Resources Code sections 21000 et seq.). Said mitigated negative
3 declaration is on file with the Clerk of the Board in File No. _____, and is
4 incorporated herein by reference. The Board adopts, as though fully set forth herein, the
5 environmental findings and affirms the conclusion of the Planning Commission
6 ("Commission") in its Resolution No. _____, adopted after a duly noticed public
7 hearing on _____, 2010. A copy of said Resolution is on file with
8 the Clerk of the Board in File No. _____, and is incorporated herein by reference.

9 (b) On _____, 2010, the Commission adopted Resolution No.
10 _____ recommending adoption to this Board of the Veteran Commons Special Use
11 District, and adopted findings that the legislation is consistent, on balance, with the City's
12 General Plan and eight priority policies of Planning Code Section 101.1(b). The Board adopts
13 these findings as its own. A copy of this Commission Resolution is on file with the Clerk of
14 the Board in File No. _____, and is incorporated herein by reference.

15 (c) Pursuant to Planning Code Section 302, this Board finds that this Special Use
16 District will promote the public necessity, convenience, safety, and welfare for the reasons set
17 forth in Commission Resolution No. _____, which is incorporated herein by
18 reference.

19 Section 3. The San Francisco Planning Code is hereby amended by adding Section
20 249.46 to read as follows:

21 249.46. VETERAN COMMONS SPECIAL USE DISTRICT.

22 In order to facilitate the development of the Veteran Commons Project for homeless veterans,
23 there shall be a special use district known as the Veteran Commons Special Use District, consisting of
24 Assessor's Block No. 3513, Lot No. 07, at the street address 150 Otis Street, and as designated on Sheet
25

1 SU07 of the Zoning Map of the City and County of San Francisco. The following provisions shall apply
2 within the Veteran Commons Special Use District:

3 (a) Construction of Affordable Housing Project. The property in the Veteran Commons Special
4 Use District may be converted from public institutional space to a residential housing project with
5 attendant meeting rooms, community kitchens and ancillary services, and property management offices.

6 (b) Controls. Notwithstanding any other provision of this Code, the following controls shall
7 govern uses in this Special Use District:

8 (1) This Special Use District shall permit uses consistent with the RTO (Residential Transit
9 Oriented) subject to the exceptions listed below:

10 (i) Rear Yard. The rear yard requirements under Section 134 shall not apply.

11 (ii) Usable Open Space. The usable open space requirements under Section 135 (d)
12 shall not apply.

13 (iii) Sunlight and Dwelling Unit Exposure. The sunlight and dwelling unit exposure
14 requirements of Section 140 shall not apply to any west facing units.

15 (iv) Section 155.5. Bicycle Parking. Bicycle parking requirements under Section 155.5
16 shall not apply.

17 (v) Section 207.6 Dwelling Unit Mix. The two-bedroom unit requirements under
18 Section 207.6 shall not apply.

19 (2) Density. Notwithstanding the density requirements of Section 209, the Special Use District
20 shall allow up to 76 dwelling units (or a ratio of no less than 89.41 sq. ft. /dwelling) in a single
21 building.

22 (3) On-site social services. The area dedicated to on-site social services/social service
23 provision shall be no greater than 6,300 sq. ft. and shall be located in or below the ground story.

24 Section 3. Under Sections 106 and 302(c) of the Planning Code, the following
25 amendment to the Zoning Map, Sheet HT07, is hereby approved.

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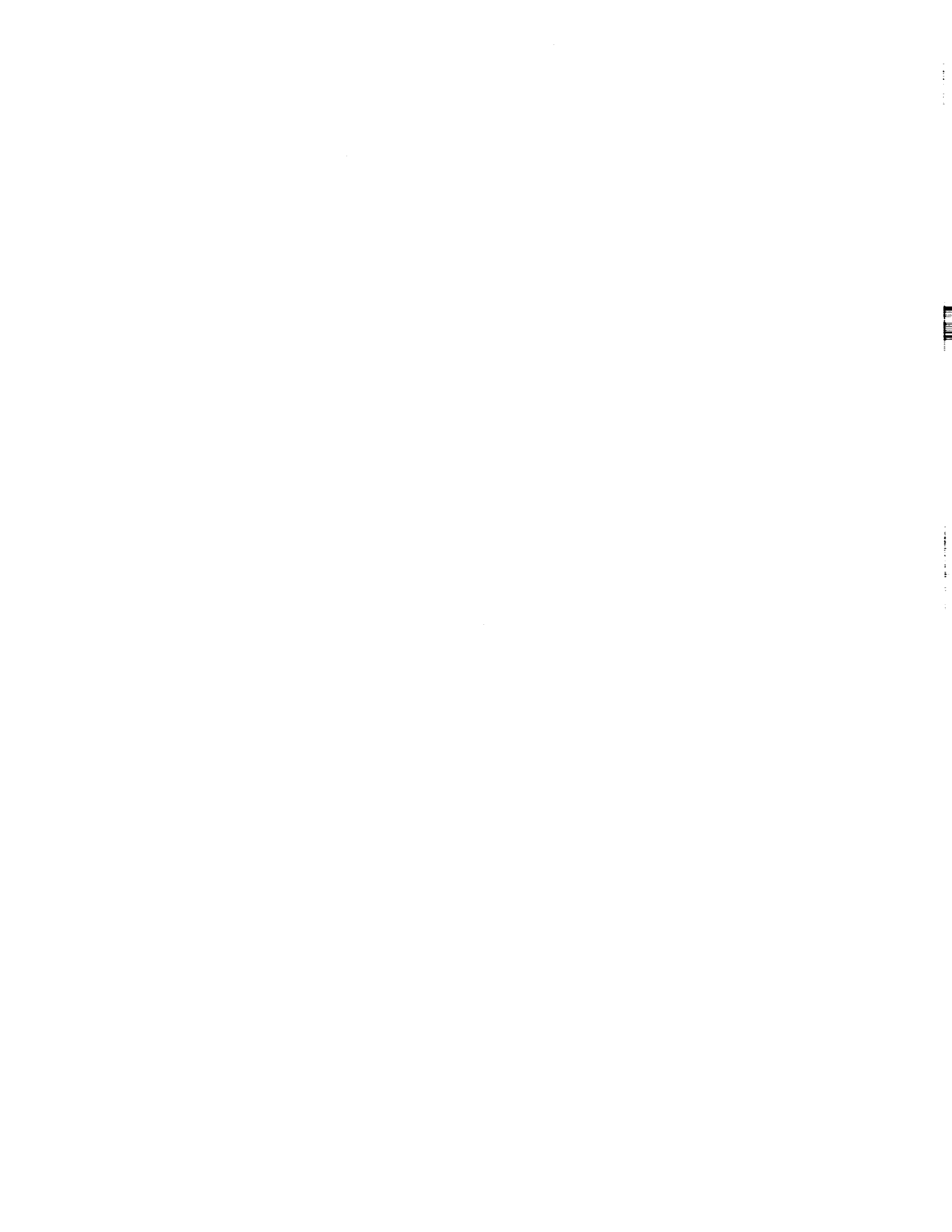
<u>Assessor</u>	<u>To Be</u>	<u>Hereby Approved</u>
<u>Block/Lot</u>	<u>Superseded</u>	
Block 3513	85-X	125-X
Lot 07		

Section 4. Under Sections 106 and 302(c) of the Planning Code, the following amendment to the Zoning Map, Sheet SU07, is hereby approved.

<u>Assessor Block/Lot</u>	<u>Special Use District Designation</u>
Block 3513, Lot 07	Veteran Commons Special Use District

APPROVED AS TO FORM:
DENNIS J. HERRERA, City Attorney

By: _____
John D. Malamut
Deputy City Attorney





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: APRIL 22, 2010

Date: April 8, 2010
Case No.: **2008.1398 RTZ**
Project Address: **150 OTIS STREET**
Zoning: P (Public Use District)
Proposed SUD: Veterans Commons Special Use District
Height/Bulk 85-X
Proposed Ht/Bulk 125-X
Block/Lot: 3513/007
Project Sponsor: Joan McNamara, Mayor’s Office of Housing
Staff Contact: Diego R Sánchez – (415) 575-9082
diego.sanchez@sfgov.org
Recommendation: **Approval**

ADOPTING FINDINGS RELATING TO THE FINDING OF CONSISTENCY WITH THE GENERAL PLAN OF THE CITY AND COUNTY OF SAN FRANCISCO PURSUANT TO SECTION 4.105 OF THE CITY CHARTER FOR A PROPOSED ORDINANCE ADDING PLANNING CODE SECTION 249.46 TO ESTABLISH THE VETERANS COMMONS SPECIAL USE DISTRICT, TO AMEND SHEET SU07 OF THE ZONING MAP TO REFLECT THIS NEW SPECIAL USE DISTRICT AND TO AMEND SHEET HT07 OF THE ZONING MAP TO CHANGE THE HEIGHT AND BULK DESIGNATION TO 125-X FOR THE PROPERTY AT 150 OTIS STREET (LOT 007 IN ASSESSOR’S BLOCK 3513) LOCATED ON THE WEST SIDE OF OTIS STREET BETWEEN MCCOPPIN STREET AND DUBOCE AVENUE, TO FACILITATE THE DEVELOPMENT OF 76 AFFORDABLE DWELLING UNITS, RESIDENTIAL SERVICES AND COMMON AREA AND MAKING ENVIRONMENTAL FINDINGS AND FINDINGS OF CONSISTENCY WITH THE PRIORITY POLICIES OF PLANNING CODE SECTION 101.1.

PREAMBLE

On February 19, 2010 Joan McNamara (Project Sponsor) filed an application with the Planning Department (hereinafter “Department”) for General Plan Referral as required by Section 4.105 of the San Francisco Charter and Section 2A.53 of the San Francisco Administrative Code in conjunction with the application to amend the San Francisco Planning Code by adding Section 249.46 to create the Veterans Commons Special Use District (“SUD”), to amend Sheet SU07 of the Zoning Map of the City and County of San Francisco and to amend Sheet HT07 of the Zoning Map of the City and County of San Francisco to

reflect this new SUD and change in height and bulk designation to allow dwelling units, social services and exceptions from the Planning Code for rear yard, usable open space, dwelling unit exposure, bicycle parking, dwelling unit mix and density restrictions for establishment of a 76 unit affordable housing development at 150 Otis Street, located on the west side of Otis Street, between McCoppin Street and Duboce Avenue, (Lot 007 in Assessor's Block 3513).

On April 22, 2010, the Planning Commission (hereinafter "Commission") conducted a duly noticed public hearing at a regularly scheduled meeting on the proposed text amendment, map change and general plan referral, Application No. 2008.1398 RTZ.

On March 31, 2010 Preliminary Negative Declaration (PND) for the Project was prepared and published for public review; and

The PND was available for public comment until April 21; 2010 and

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

The Planning Department found the FND was adequate, accurate and objective, reflected the independent analysis and judgment of the Department of City Planning and the Planning Commission, [and that the summary of comments and responses contained no significant revisions to the PND, and approved the FND for the Project in compliance with CEQA, the CEQA Guidelines and Chapter 31.

The Planning Department, Linda Avery, is the custodian of records, located in the File for Case No. 2008.1398E at 1650 Mission Street, Fourth Floor, San Francisco, California.

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

MOVED, that the Commission hereby finds the proposed text amendment, map change and general plan referral in Application No. 2008.1398RTZ, is, on balance, in conformity with the San Francisco General Plan 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 subject property is located mid-block on the west side of Otis Street between McCoppin Street and Duboce Avenue, within the Market and Octavia Neighborhood Plan area. The existing structure, originally constructed in 1916 as the Juvenile Court and Detention Home, has nine stories with an elevated entry fronting Otis Street. The site is currently used as a seasonal shelter for homeless adult males and as storage for the City of San Francisco.
3. **Surrounding Properties and Neighborhood.** The subject property is located within the Market and Octavia Plan area. Immediately to the west of the property are buildings owned and operated by the City of San Francisco, including the Human Services Agency building. Further west are residential structures, primarily multi-family buildings. To the east, opposite Otis Street, are buildings that house other City Agencies, including the Department of Building Inspection, the Department of Public Works – Bureau of Construction Management and Engineering and the Planning Department. Further to the south of the site is the Central Freeway, separating the northern end of the Mission District from this portion of the Market and Octavia Plan area. To the north are properties used for commercial and institutional purposes including City College of San Francisco.
4. **Project Description.** The proposed Ordinance would amend the Planning Code to establish the Veterans Commons Special Use District for the property at 150 Otis (Lot 007 in Assessor’s Block 3513) and amend the City Zoning Map to change the height district from 85 to 125 feet, reflecting the boundaries of the Veterans Commons Special Use District. The amendments would facilitate the conversion of an existing structure currently used as a seasonal homeless shelter and City storage into 76 units of permanently affordable housing for formerly homeless veterans and a resident manager and accompanying social service space on lower floors for the residents of the development.

The proposed Special Use District utilizes the zoning controls of the Residential, Transit Oriented (RTO) District and will allow the proposed project on the identified site. As part of the SUD the project will be exempt from the controls regarding rear yard, usable open space, dwelling unit exposure, bicycle parking, dwelling unit mix and density requirements. The SUD will also allow the lower floors to be used to provide social services to the residents of the proposed project.

5. **Public Comment.** The Department has not received any public comment on this matter as of the date of this document.
6. **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. Set allowable densities in established residential areas at levels which will promote compatibility with prevailing neighborhood scale and character where there is neighborhoods support.

The proposed project is a high density development just to the west of the downtown area, situated in a building that the City of San Francisco has identified as part of its Surplus Property program. The proposed project will adaptively re-use a publicly held site that currently serves as a seasonal homeless shelter and a storage site for the City of San Francisco into 76 permanently affordable units for formerly homeless veterans and a resident manager and space for supportive social services for the residents of the building.

Policy 1.3

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

The proposed project is a high density development just to the west of the downtown area within a building that has been identified by the City of San Francisco to be a part of its Surplus Property program.

Policy 1.5

Support development of affordable housing on surplus public lands.

The proposed project will adaptively re-use a publicly held site that currently serves as a seasonal homeless shelter and a storage site for the City of San Francisco and one that has been identified by the City of San Francisco to be a part of its Surplus Property program into 76 permanently affordable units for formerly homeless veterans and a resident manager and space for supportive social services for the residents of the building.

OBJECTIVE 3

ENHANCE THE PHYSICAL CONDITION AND SAFETY OF HOUSING WITHOUT JEOPARDIZING USE OR AFFORDABILITY.

Policy 3.1

Ensure that existing housing is maintained in a decent, safe, and sanitary condition, without increasing rents or displacing low-income households.

As part of the scope of work for the rehabilitation of the existing 90 plus year old structure, the project proposes seismic, building system, and accessibility upgrades as well as the reconfiguration of interior spaces and the addition of a new, exterior elevator tower. The project will create 76 units of permanently affordable housing for formerly homeless veterans and a resident manager.

Policy 3.5

Improve the seismic stability of existing housing without reducing the supply of affordable housing.

As part of the creation of 76 units of permanently affordable units, the project proposes seismic upgrades to meet current building code standards.

Policy 3.6

Preserve landmark and historic residential buildings.

The proposed project would result in the conservation of an existing historic resource.

OBJECTIVE 4

SUPPORT AFFORDABLE HOUSING PRODUCTION BY INCREASING SITE AVAILABILITY AND CAPACITY.

Policy 4.1

Actively identify and pursue opportunity sites for permanently affordable housing.

The proposed project site is part of the City of San Francisco Surplus Property program, and as such is the result of the identification of sites for permanently affordable housing. The project proposes to create 76 units of permanently affordable housing on publicly held land.

Policy 4.3

Encourage the construction of affordable units for single households in residential hotels and "efficiency" units.

The project proposes to create 76 units of permanently affordable housing for formerly homeless veterans and a resident manager. The sizes of the proposed units are generally considered adequate for households of not more than one to two persons and it is anticipated that the vast majority of households in the proposed project will be households of not more than one person.

Policy 4.4

Consider granting density bonuses and parking requirement exemptions for the construction of affordable housing or senior housing.

As part of the entitlements being sought to realize the proposed project, a Special Use District will be created to grant a density bonus for the project. The creation of 76 units of affordable housing for formerly homeless veterans and a resident manager is a clear public benefit granted in exchange for the increased density at the site.

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.

The SUD will support a 100% affordable housing project in conjunction with a local non-profit, community-based organization dedicated to the provision of affordable housing and community services.

OBJECTIVE 8

ENSURE EQUAL ACCESS TO HOUSING OPPORTUNITIES.

Policy 8.1

Encourage sufficient and suitable rental housing opportunities and emphasize permanently affordable rental units wherever possible.

The proposed project will create 76 units of permanently affordable rental units. It is anticipated that a number of the residents will be elderly veterans and/or have special needs.

Policy 8.8

Promote the adaptability and maximum accessibility of residential dwellings for disabled and elderly occupants.

The proposed project will meet the latest ADA requirements as imposed by the City of San Francisco to provide the maximum possible accessibility, given site constraints, for disabled and elderly occupants.

OBJECTIVE 10

REDUCE HOMELESSNESS AND THE RISK OF HOMELESSNESS IN COORDINATION WITH RELEVANT AGENCIES AND SERVICE PROVIDERS.

Policy 10.1

Focus efforts on the provision of permanent affordable and service-enriched housing to reduce the need for temporary homeless shelters.

The proposed project seeks to convert a site currently used as a seasonal shelter for the homeless into 76 units of permanently affordable dwellings with space on lower floors for social services designed and aimed for the residents of the project.

**TRANSPORTATION ELEMENT:
Objectives and Policies**

OBJECTIVE 11

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

Policy 11.3

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

The proposed project coordinates the establishment of 76 permanently affordable units for formerly homeless veterans and a resident manager with the rich network of public transit found along Market Street, Mission Street and other intersections all within walking distance of the project site. Because off-street parking is not a part of the proposed project, there are no traffic problems to mitigate for the developer.

**AIR QUALITY ELEMENT:
Objectives and Policies**

OBJECTIVE 3

DECREASE THE AIR QUALITY IMPACTS OF DEVELOPMENT BY COORDINATION OF LAND USE AND TRANSPORTATION DECISIONS.

Policy 3.2:

Encourage mixed land use development near transit lines and provide retail and other types of service oriented uses within walking distance to minimize automobile dependent development.

The SUD will permit greater density adjacent to transit infrastructure thus reducing potential air quality impacts.

**ENVIRONMENTAL PROTECTION ELEMENT:
Objectives and Policies**

OBJECTIVE 4

ASSURE THAT THE AMBIENT AIR OF SAN FRANCISCO AND THE BAY REGION IS CLEAN, PROVIDES MAXIMUM VISIBILITY, AND MEETS AIR QUALITY STANDARDS.

Policy 4.2:

Encourage the development and use of urban mass transportation systems in accordance with the objectives and policies of the Transportation Element.

Because the proposed project does not include off-street parking spaces, residents of the project will be using mass transit and other forms of transportation to commute to their places of work and recreation.

OBJECTIVE 13

ENHANCE THE ENERGY EFFICIENCY OF HOUSING IN SAN FRANCISCO.

Policy 13.1

Improve the energy efficiency of existing homes and apartment buildings.

Policy 13.4

Encourage the use of energy conserving appliances and lighting systems.

Policy 13.5

Emphasize energy conservation in local government housing assistance programs.

As part of the renovation of the existing building, the proposed project will incorporate numerous energy efficiency improvements including the use of energy conserving appliances and lighting systems. The project sponsor will assure that the renovations achieve at least the City required minimum rating under the Green Point Rated system and the proposed project is also participating in the Energy Star pilot program.

OBJECTIVE 15

INCREASE THE ENERGY EFFICIENCY OF TRANSPORTATION AND ENCOURAGE LAND USE PATTERNS AND METHODS OF TRANSPORTATION WHICH USE LESS ENERGY.

Policy 15.3:

Encourage an urban design pattern that will minimize travel requirements among working, shopping, recreation, school and childcare areas.

With the approval of the SUD, the proposed project will achieve a greater density adjacent to transit infrastructure thus encouraging less energy-intensive transit use.

MARKET AND OCTAVIA AREA PLAN

Objectives and Policies

OBJECTIVE 1.1

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

POLICY 1.1.2

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

The proposed project is located approximately two blocks from Market Street and Van Ness Avenue, and is well-served by transit that will allow residents of the development to easily travel throughout the City and Bay Region.

OBJECTIVE 2.2

ENCOURAGE CONSTRUCTION OF RESIDENTIAL INFILL THROUGHOUT THE PLAN AREA.

POLICY 2.2.5

Encourage additional units in existing buildings.

The proposed project seeks to create 76 permanently affordable units for formerly homeless veterans and a resident manager within an existing building that currently serves as a seasonal homeless shelter.

POLICY 2.2.6

Where possible, simplify zoning and planning controls to expedite the production of housing.

As part of the entitlements being sought to realize the proposed project, the creation of a Special Use District will enable the proposed project to meet planning controls for development on publicly held land.

OBJECTIVE 3.2

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

POLICY 3.2.5

Preserve landmark and other buildings of historic value as invaluable neighborhood assets.

The proposed project will result in the preservation of a landmark building, with improvements made that meet all applicable preservation codes and standards.

POLICY 3.2.6

Encourage rehabilitation and adaptive reuse of historic buildings and resources.

The proposed project is an adaptive re-use of the existing historically significant building. The proposal includes an upgrade to seismic system, building system, and accessibility of the building; the reconfiguration of interior spaces; the addition of a new, exterior elevator tower; the addition of new deck and entrances at rear; and the replacement of windows.

7. **Planning Code Section 101.1(b)** establishes eight priority-planning policies and requires review of permits for consistency with said policies. On balance, the project does comply with said policies in that:
 - A. That existing neighborhood-serving retail uses be preserved and enhanced and future opportunities for resident employment in and ownership of such businesses be enhanced.

The proposed project will have no adverse affect upon the existing neighborhood serving retail uses. The addition of 76 dwelling units and accompanying social services will provide many new potential patrons for the existing neighborhood serving retail, preserving and enhancing the retail base in the immediate vicinity.

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

The proposed project will create 76 additional units of affordable housing for the area, thereby increasing and enhancing the cultural and economic diversity of the neighborhood.

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

The proposed project will enhance the supply of affordable housing by adding 76 units.

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

The proposed project will not impede Muni transit service or overburden streets or neighborhood parking as it is not expected that the residents of this project will own automobiles and it is anticipated that the residents will use public transit or walk as a means for mobility.

- 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 proposed project will have no adverse affects upon the industrial and service sectors stemming from commercial office development as the project proposes the creation of 76 affordable dwelling units.

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

The scope of rehabilitation for the proposed project includes seismic upgrades to protect against injury and loss of life in an earthquake.

- G. That landmarks and historic buildings be preserved.

The proposed project will result in the preservation of a landmark building in accordance with the applicable standards.

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

The proposed project will not adversely affect parks and open space and their access to sunlight and vistas as the project has been determined to not cast net new shadow upon any parks or open areas.

8. 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.
9. The Commission hereby finds the proposed text amendment, map change and general referral in Application No. 2008.1398RTZ, is, on balance, in conformity with the San Francisco General Plan.

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 finds the proposed text, map changes and general plan referral under Application 2008.1398RTZ **to be, on balance, in conformity with the General Plan and eight Priority Policies of Planning Code Section 101.1.**

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

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

Linda D. Avery
Commission Secretary

AYES:

NAYS:

ABSENT:

ADOPTED: April 22, 2010



Comments

Key Plan

Drawing Record	
Project Name	Veterans Commons
Project Address	150 O'Connell Street
Project City	San Francisco, CA
Project State	CA
Project Zip	94102
Project Date	06/15/09
Project Architect	Gelfand Partners
Project Engineer	
Project Designer	
Project Checker	
Project Approver	
Project Title	
Project Scale	
Project Status	
Project Notes	

Veterans Commons
 150 O'Connell

Sheet

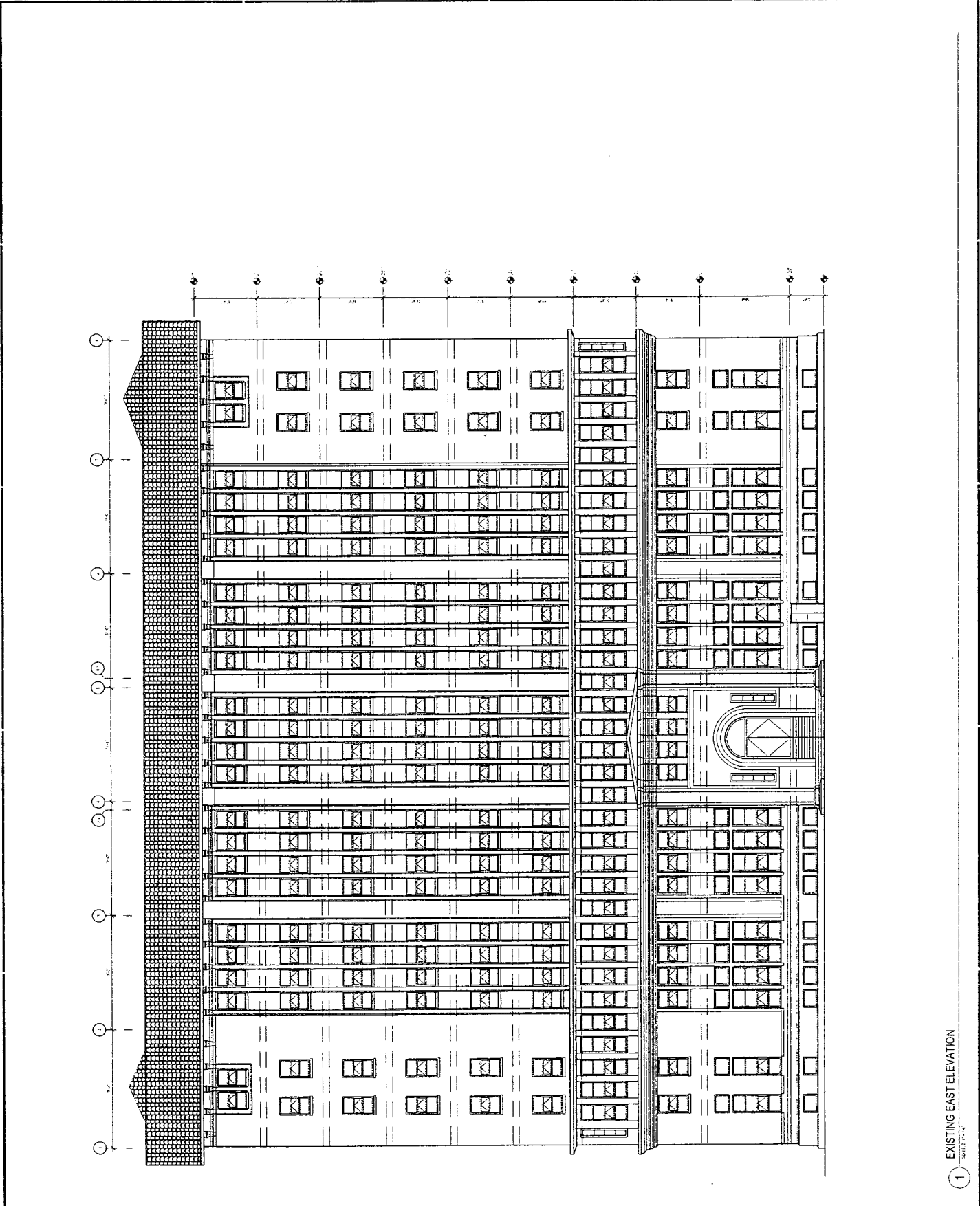
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DESCRIPTION

SCALE



1 EXISTING EAST ELEVATION



CONSTRUCTION

KEY PLAN

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Revised/By	11/15/06
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Project No.	06-03-09
Sheet No.	
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Author	
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Project Manager	
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Veterans Commons
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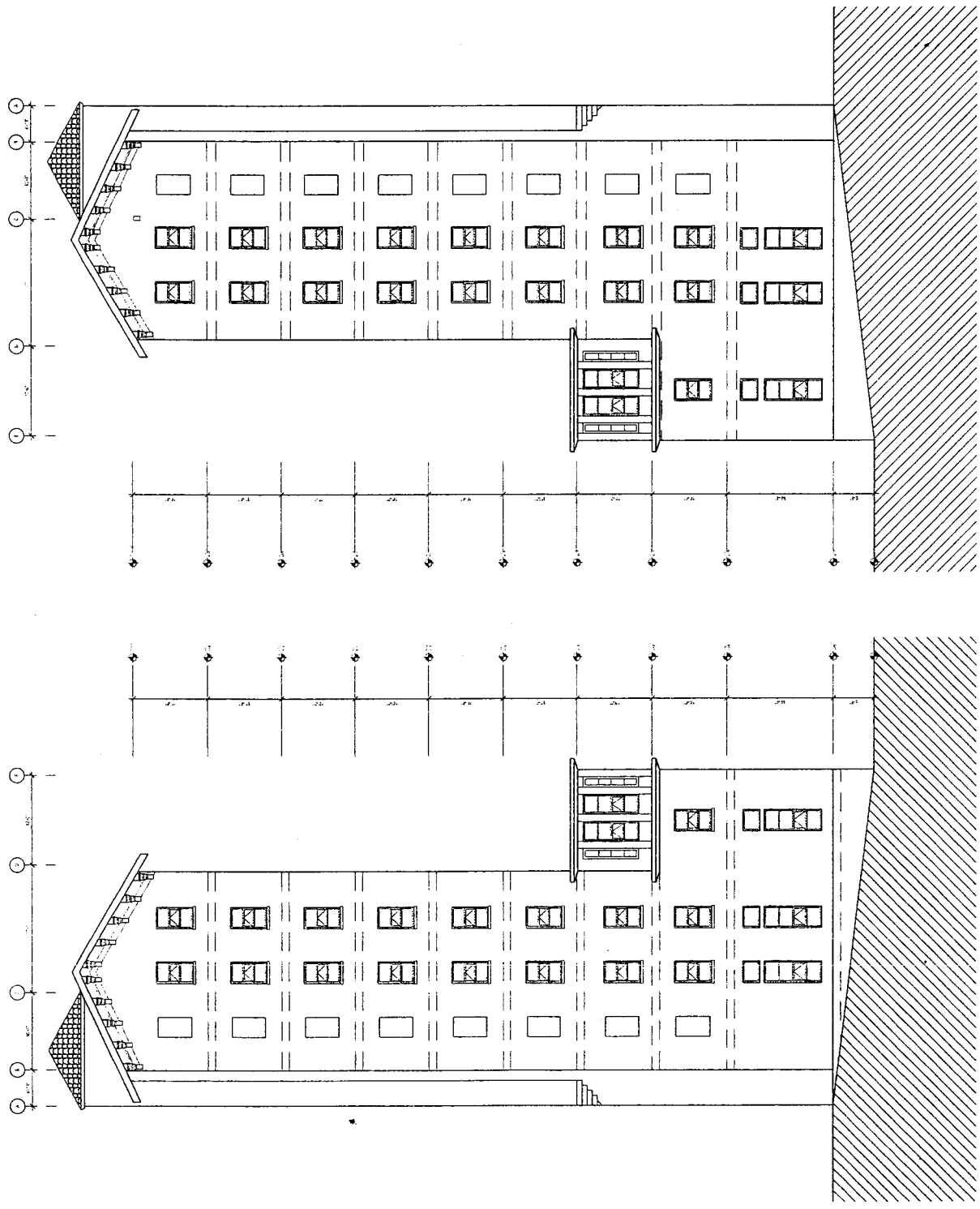
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EXISTING NORTH & SOUTH ELEVATIONS

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CONSTRUCTION

PROJECT DATE



2 EXISTING NORTH ELEVATION

1 EXISTING SOUTH ELEVATION



Consultant

Key Plan

Discipline	Revision
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MECHANICAL/ELECTRICAL/PLUMBING	1
STRUCTURE	1
INTERIORS	1
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UTILITY	1
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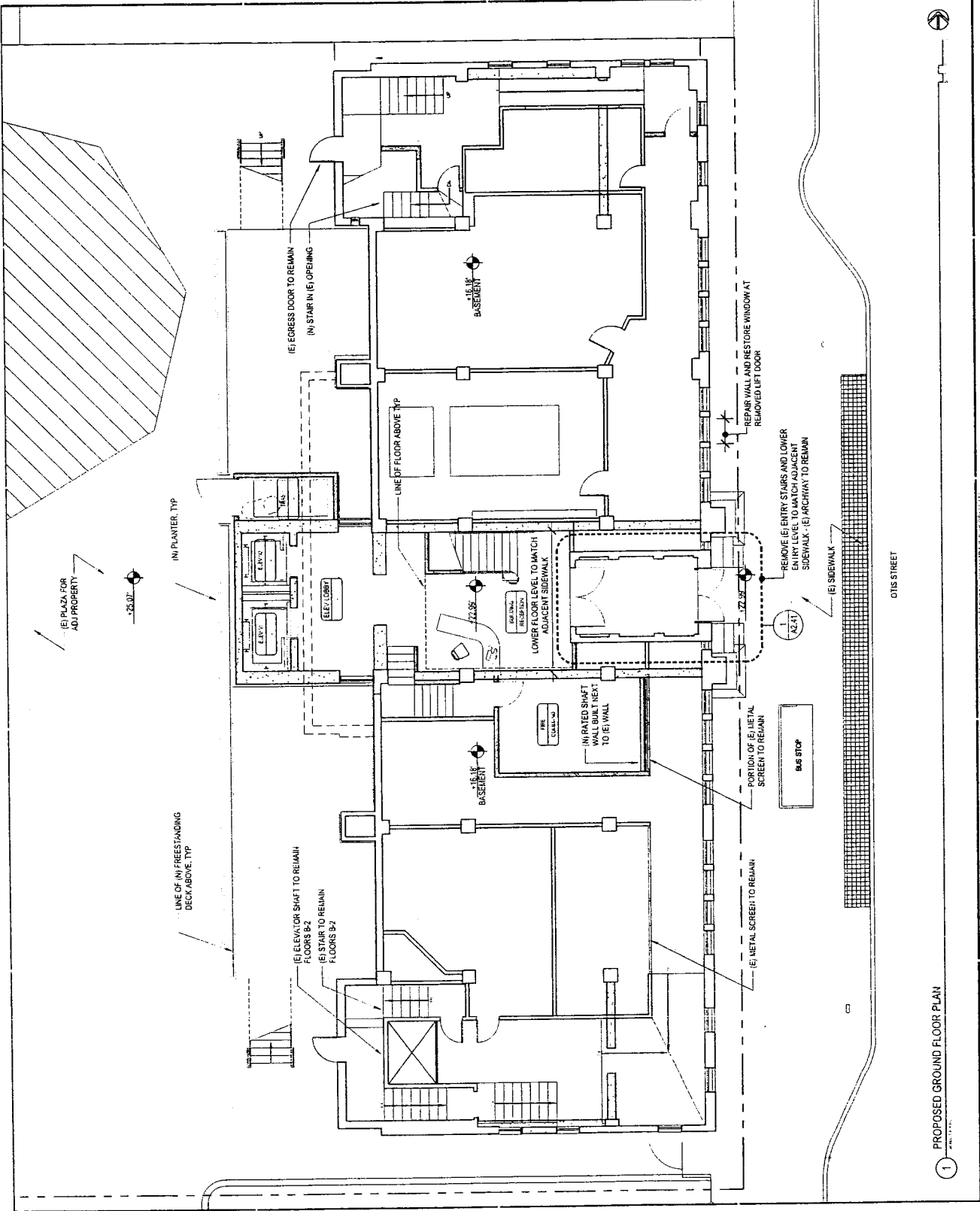
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1 PROPOSED GROUND FLOOR PLAN



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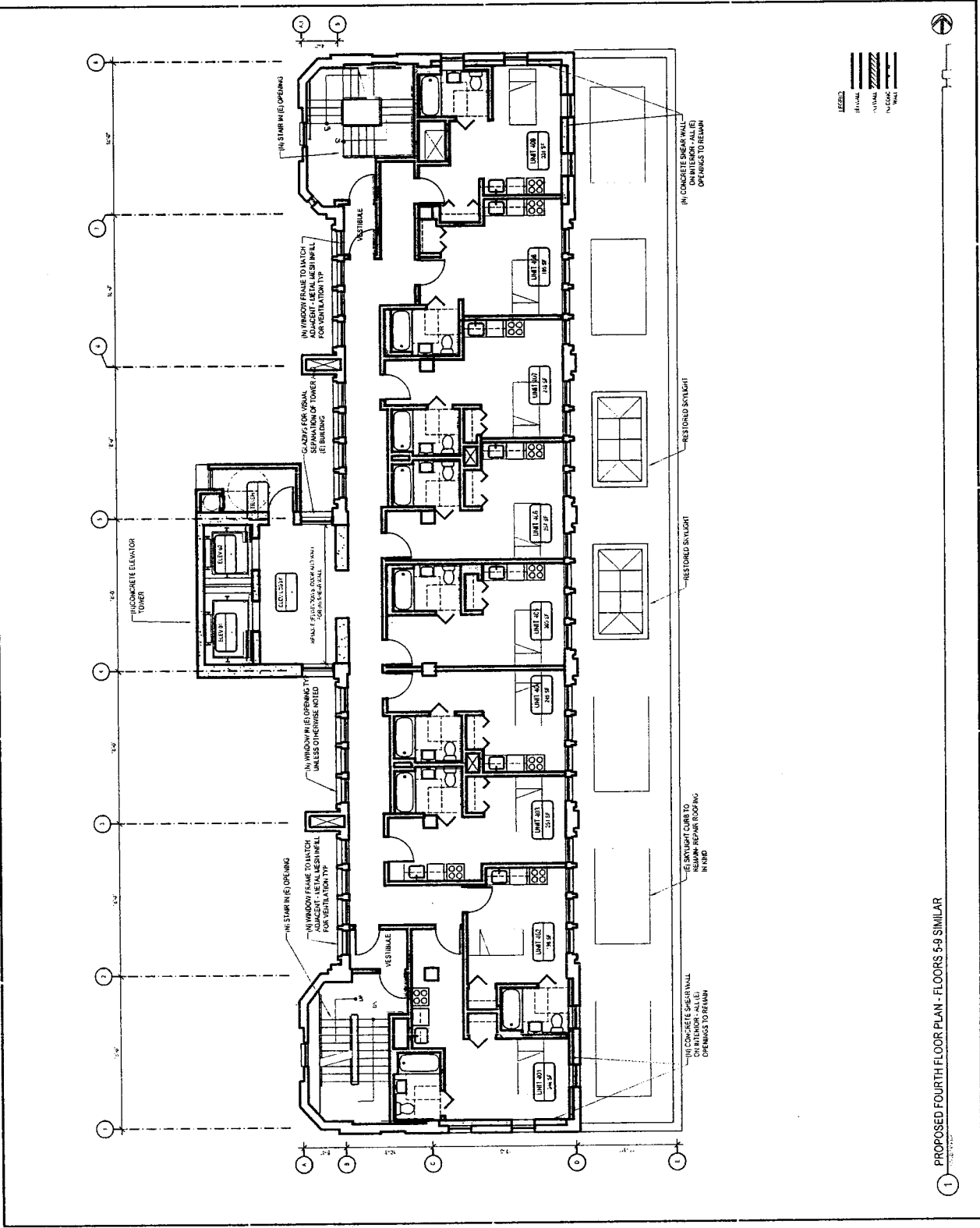
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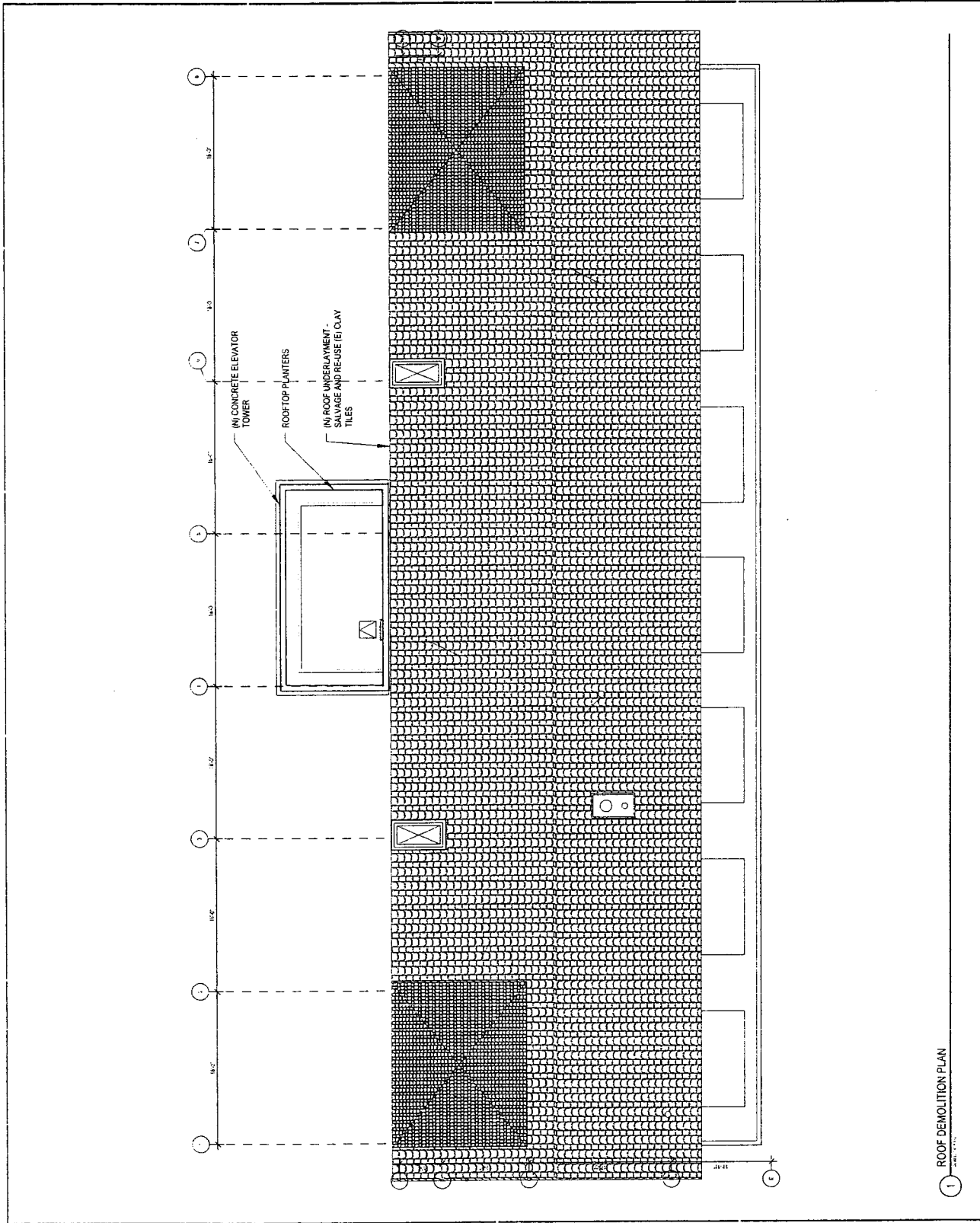
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DATE: _____

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Veterans Commons
 130 Old

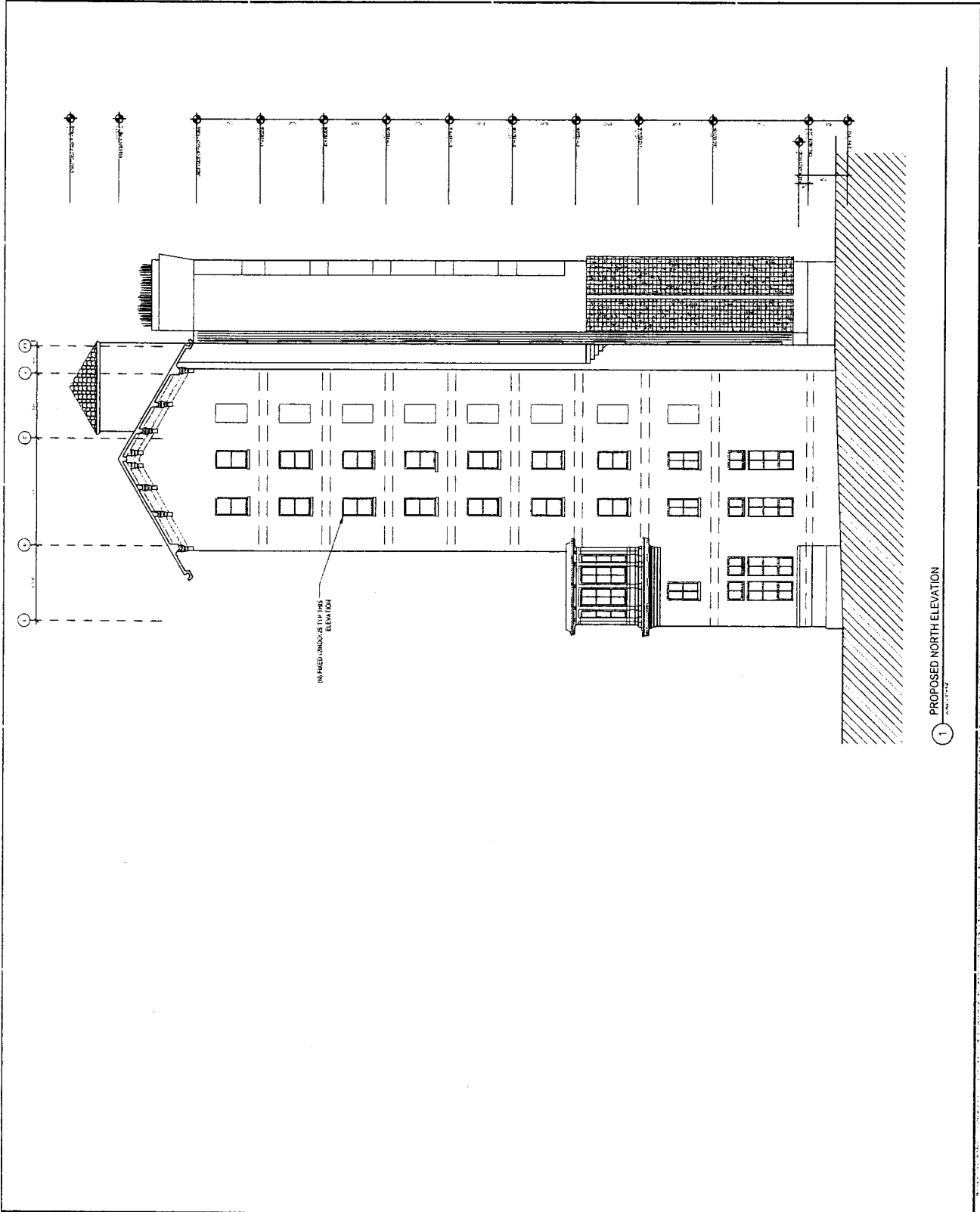
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SHEET
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 PROPOSED NORTH ELEVATION

