



MITIGATED NEGATIVE DECLARATION

Date: January 11, 2023
Case No.: 2021-007313ENV
Project Title: 80 Julian Avenue
BPA Nos.: 202212098043
Zoning: NCT (Valencia Street Neighborhood Commercial Transit) Use District
45-X Height and Bulk District
Block/Lot: 3547/052
Lot Size: 6,608 square feet
Project Sponsor: Lawrence Badiner, Badiner Urban Planning, Inc., larry@badinerurbanplanning.com
(415) 865-9985
Lead Agency: San Francisco Planning Department
Staff Contact: Jeanie Poling – (628) 652-7559
jeanie.poling@sfgov.org

Project Description:

The Friendship House Association of American Indians proposes to construct a six-story-over-basement building on a vacant lot adjacent to its existing facilities at 56 Julian Avenue. The new building would be 79 feet tall with an additional 16-foot-tall mechanical penthouse and would contain 21 group housing rooms and approximately 30,250 square feet of community facilities. The new building would contain a basement level for a youth recreation and development center, a first floor elder services center and community gathering space, a second floor with youth and teen programs and other social services, a dental clinic on the third floor, and a medical clinic on the fourth floor. The fifth and sixth floors would include 21 rooms providing interim housing, with the fifth-floor rooms available to graduates from Friendship House's substance use disorder program and the sixth-floor rooms available to mothers participating in the substance use disorder program and their children. The building's roof would contain common space for building residents, areas for vegetable planting, and other green/living roof components. The attached initial study contains a detailed project description.

Finding:

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

project, which is attached. Mitigation measures are included in this project to avoid potentially significant effects. See Attachment B.

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

Devyani Jain for _____
Lisa Gibson
Environmental Review Officer

January 11, 2023

Date of Issuance of Final Mitigated
Negative Declaration

cc: Supervisor Hillary Ronen, District 9
Project Distribution

INITIAL STUDY
80 JULIAN AVENUE
PLANNING DEPARTMENT CASE NO. 2021-007313ENV

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- Attachment A Project Plans
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A. Project Description

Project Location

The project site (Assessor's Block 3547/052) is an approximately 6,608-square-foot rectangular parcel on the west side of Julian Avenue between 14th Street to the north and 15th Street to the south in San Francisco's Mission neighborhood (see **Figure 1, Project Location**). The project site is a through lot with one frontage on Julian Avenue and one frontage on Caledonia Street. The sidewalk along the Julian Avenue project frontage is 15 feet wide, and along Caledonia Street project frontage is 3 feet wide, and there are no curb cuts in the sidewalk along either frontage.

The project site abuts the courtyard and building of the adjacent Friendship House Association of American Indians, located to the north of the project site at 56 Julian Avenue. The project site is vacant and unpaved, except for an approximately 900-square-foot basketball court that is used as an extension to the 56 Julian Avenue courtyard. The project site is in the Valencia Street Neighborhood Commercial District and a 45-X Height and Bulk District and is one block northwest of the 16th Street Mission BART station.

Project Characteristics

The Friendship House Association of American Indians (project sponsor) currently operates a residential substance use disorder treatment and recovery center for American Indians in a four-story building immediately adjacent and north of the 80 Julian Avenue project site at 56 Julian Avenue. Separately, the Native American Health Clinic operates a medical and dental clinic at 160 Capp Street, three blocks (approximately 1,690 feet) from the project site.

The project sponsor proposes to demolish the basketball court on the project site and construct "The Village Wellness Center," a six-story-over-basement, 79-foot-tall mixed-use building (with an additional 16-foot-tall elevator penthouse) containing 21 group housing units and approximately 30,250 square feet of community facility spaces consisting of cultural, recreational, and medical programming space for the American Indian community in San Francisco and the Bay Area. The proposed new building would occupy the entire 80 Julian lot. The existing building at 56 Julian Avenue would not be modified as part of the proposed project. The courtyard at 56 Julian Avenue would be used for construction staging and other construction activities, and would be restored after construction of 80 Julian Avenue is complete.

The new building would provide a community center, a medical and dental clinic, and interim-supportive housing. **Table 1, Proposed Project Characteristics**, provides a summary of the proposed project characteristics. Project plans are in Attachment A.

FIGURE 1 PROJECT LOCATION

80 Julian Avenue - 2021-007313ENV



Table 1 Proposed Project Characteristics

Component		Proposed	
Height of building		79 feet (95 feet to the top of rooftop mechanical equipment)	
Number of stories		6 + basement	
Group housing units		21	
Residential		12,800 square feet	
Community facility		30,200 square feet	
	Cultural, youth and elder programs		16,000 square feet
	Medical		6,100 square feet
	Dental		6,100 square feet
	Accessory office		2,000 square feet
Total gross floor area		43,000 square feet	
Open space		2,427 square feet	

Source: Pyatok, The Village SF, 80 Julian Avenue plan set, October 31, 2022.

Below is a description of the proposed uses by floor of the proposed project and other project characteristics.

Elder Services Center and Community Gathering Space – First Floor. The proposed first-floor community gathering space (cultural center hall) would accommodate between 60 to 120 people and would include event spaces that would be used for various events and community gatherings. The community gathering space would also be used for elder services programs that would accommodate 30-60 participants that would utilize the space on a daily basis. Amplified sound would be used inside on this level within the community gathering space. Cultural classes (dancing, drumming, beading) would be held weekly with approximately 20 participants per class. Additionally, monthly potlucks for up to 60 residents from the adjacent 56 Julian Avenue building would be hosted. Larger community events (up to 120 participants) would be held approximately three to six times per year.

Youth Program Space – Basement and Second Floor. Recreational facilities, including a 1,700-square-foot basketball court, for youth programs would be at the basement level, and a 4,000-square-foot space for youth and teen programs and other social services would be at the second floor level. The project sponsor is proposing to relocate its existing after-school and summer youth programs (the Friendship House Youth Program) from 474 Valencia Street (two blocks from the project site) to the project site as part of the proposed project. Enrollment would increase from serving up to five youth per day during the school year (September through May) and 20 in the summer (June through August) to serving up to 15 youth per day during the school year and 30 youth per day during the summer. During the school year the youth program

would operate Mondays through Fridays from noon to 7:00 pm; during the summer the youth program would operate Mondays through Thursdays from 8:00 am to 5:00 pm.

Accessory Office Space – Second Floor. Offices for Friendship House and its affiliates would be located on the second floor.

Native American Health Center Dental and Medical Clinics – Third and Fourth Floors. The Native American Health Center that currently provides medical and dental clinic services at 160 Capp Street (three blocks from the project site) would relocate to the third and fourth floors of the proposed building. The third floor would have a total of 10 dental chairs each serving up to seven patients per station per day. The dental clinic would employ approximately 20 staff. The fourth floor would have six examination rooms serving up to 16 patients per room per day. The medical clinic would employ approximately 20 staff. Both clinics would operate Monday through Friday from 9 a.m. to 5 p.m.

Housing – Fifth and Sixth Floors. The fifth and sixth floors would include 21 group housing rooms, with the fifth floor rooms providing interim housing for individuals who have graduated from Friendship House substance use disorder programs and the sixth floor rooms providing interim housing for mothers currently participating in the substance use disorder program at 56 Julian Avenue and their children.

Roof. The building's roof would contain common space for building residents, areas for vegetable planting, and other green/living roof components. On the roof also would be mechanical equipment, including a diesel-powered back-up emergency generator and heating, ventilation and air conditioning (HVAC) systems. Rooftop mechanical equipment, including the emergency generator and HVAC systems, would be fully enclosed with vents or screened by 5- to 8-foot-tall parapets or screens.

Community Gatherings. Community gatherings would occur within the new building and on the roof. Amplified sound events would occur within the building, and unamplified gatherings such as drumming and singing would occur on the roof. Additionally, gatherings within the existing 56 Julian courtyard would continue, although 56 Julian Avenue is not part of the proposed project.

Streetscape and Circulation Improvements. The project sponsor proposes streetscape improvements in compliance with the Better Streets Plan, including installation of an accessible 60-foot-long passenger loading zone, specialty sidewalk pavers, and painted street art along Julian Avenue. No off-street parking or loading would be provided. Along the Julian Avenue frontage, three on-street parking spaces would be removed to provide a 60-foot-long passenger loading zone.¹ A 4-foot-wide curb cut ramp would be installed to allow for a passenger loading ramp. Landscaping, benches, and bike racks would be added, and decorative painting would be added in front of the 56 Julian Avenue courtyard. Along the Caledonia Street frontage, the building would be set back, and a 1.5-foot-wide pedestrian access easement would be dedicated to allow for a repaved 4-foot-wide ADA-compliant sidewalk. The proposed project would also install an electrical transformer vault and decorative street painting in the right of way along Julian Ave extending from the courtyard between the 56 and 80 Julian Avenue buildings.

¹ The exact location of the passenger loading zone would be determined and approved through a street improvement permit issued by the public works department.

Trees. There are 11 existing trees on the project site and eight street trees along Julian Avenue in front of the project site. All 11 trees within the project site and three of the street trees would be removed as part of the proposed project. Five street trees would be protected in place and seven new street trees would be planted along Julian Avenue.

Bicycle Parking. The proposed project would provide 10 class 1 bicycle parking spaces in the basement of the proposed building and 10 class 2 bicycle parking spaces² on the sidewalk along Julian Avenue at the 56 Julian Avenue frontage, subject to San Francisco Municipal Transportation Agency (SFMTA) and San Francisco Public Works approval.

Project Construction

Project construction would occur over approximately 21 months with overlapping phases. Site preparation, including removal of all 11 trees within the project site, would last one month and would overlap with three months of grading. Foundation and below-grade construction would last approximately two months. Building construction and exterior and interior finishing phases would partially overlap and last approximately 17 months.

Construction of the basement levels and mat foundation installation would require excavation extending to 22 feet below ground surface. Overall, excavation of the basement levels would remove approximately 5,200 cubic yards of soil. Groundwater (estimated at 16 to 18.5 feet below ground surface) could be encountered during excavation, which would require dewatering during below-ground construction activities. To construct the basement, shoring and underpinning of the adjacent streets/sidewalk and neighboring properties/buildings, respectively, would be required.

Construction equipment and materials would be staged in the adjacent 56 Julian Avenue courtyard, and on sidewalks adjacent to the project site. Pedestrian traffic would be routed to a protected pedestrian lane in approximately six on-street parallel parking spaces on the west side of Julian Avenue. During project construction, Julian Avenue may be partially or fully closed for utility work and installation of the painted street mural.

Project construction would occur during daytime hours (7 a.m. to 8 p.m.); delivery of large equipment may occur during nighttime hours.

Project Approvals

The proposed 80 Julian Avenue project would require the following approvals:

ACTIONS BY THE BOARD OF SUPERVISORS

- Approval of a Special Use District / Rezoning of the parcel to allow conditional use authorization for 80-foot height limit in an existing 45-X Height and Bulk District and modification of Planning Code

² Per San Francisco Planning Code section 155.1, Bicycle Parking Definitions and Standards, class 1 bicycle parking facilities are spaces in secure, weather-protected facilities intended for use as long-term, overnight, and workday bicycle storage by dwelling unit residents, non-residential occupants, and employees. Class 2 spaces are bicycle racks located in publicly accessible, highly visible locations intended for transient or short-term use by visitors, guests, and patrons to the building or use.

requirements regarding floor area ratio, setbacks, permitted obstructions, dwelling unit exposure, non-residential use size, active use, impact fee, design guideline, and rear yard requirements.

ACTIONS BY THE PLANNING COMMISSION

- Recommendation to the San Francisco Board of Supervisors to approve Planning Code and zoning map amendments adopting a special use district and associated zoning map amendments.
- Approval of a Conditional Use Authorization for the construction of a new 79-foot-tall building in a proposed 80-X Height and Bulk District, including exceptions for:
 - Exceptions to the floor area ratio of 2.5:1 (Planning Code sections 762 and 124)
 - Additional height of up to 79 feet in a proposed 80-X Height and Bulk District
 - Required rear yard (Planning Code section 134)
 - Non-residential uses greater than 3,000 square feet (Planning Code section 121.2)
 - Permitted obstructions (Planning Code section 136)
 - Dwelling Unit Exposure (Planning Code section 140)
 - Active Use (Planning Code section 145.1)
 - Alley setbacks (Planning Code section 261.1)
 - Exceptions to impact fees (Planning Code sections 411A, 414A, 415, and 423)

ACTION BY DEPARTMENT OF BUILDING INSPECTION

- Approval of building permit(s)

ACTIONS BY THE DEPARTMENT OF PUBLIC WORKS

- Approval of permits for passenger loading zone and streetscape modifications in the public right-of-way
- Approval of new and removed street trees
- Approval of encroachment permits for private project improvements in the public right-of-way, including transformer vault and specialty pavers

ACTION BY THE DEPARTMENT OF PUBLIC HEALTH

- Approval of Phase II environmental site assessment report, pursuant to the Maher Ordinance
- Issuance of well permit(s) for dewatering and soil boring

ACTIONS BY BAY AREA AIR QUALITY MANAGEMENT DISTRICT

- Issuance of permits for the installation and operation of an emergency generator

ACTIONS BY SAN FRANCISCO PUBLIC UTILITIES COMMISSION

- Approval of a stormwater control plan

Approval Action

Approval of the Conditional Use Authorization by the Planning Commission would constitute the approval action for the proposed project. The approval action date establishes the start of the 30-day period for the appeal of the final mitigated negative declaration to the Board of Supervisors pursuant to section 31.04(h) of the San Francisco Administrative Code.

B. Project Setting

Project Site and Surrounding Land Uses

The project site is an approximately 6,608-square-foot rectangular parcel on the west side of Julian Avenue between 14th Street to the north and 15th Street to the south in San Francisco's Mission neighborhood. The project site is a vacant lot and basketball court. The site abuts the courtyard of the adjacent Friendship House Association of American Indians, located to the north of the project site at 56 Julian Avenue. A through lot with one frontage on Julian Avenue and one frontage on Caledonia Street, the project site is generally flat with a ground surface elevation of approximately 25 feet above mean sea level along Julian Avenue and 28 feet above mean sea level along Caledonia Street. The surrounding area is also generally flat.

The vacant lot was previously occupied by a three-story residential building, which was demolished in 2011. The project site is 86 percent unpaved, with the exception of an approximately 900-square-foot asphalt basketball court. There are 11 trees, several small bushes, and ground cover on the project site, and there are eight street trees along Julian Avenue in front of the project site. To the north of the project site is the 56 Julian Avenue building, which is a four-story, institutional building constructed in 2005 owned and operated by the Friendship House of American Indians; it operates as a residential substance use disorder treatment center.

The project site is surrounded by commercial, institutional, industrial, and residential buildings. To the south of the project site are a two-story brick building constructed in 1918 (1656-1660 15th Street), a one-story industrial building constructed in 1916 (1670 15th Street), and a two-story commercial building constructed in 1915 (1672 15th Street). Immediately across Julian Avenue is a five-story, 202-unit mixed-use residential building constructed in 2013 (1880 Mission Street). Across Caledonia Street from the project site fronting Valencia Street are a four-story, 52-unit mixed-use residential building with ground floor retail constructed in 1907 (1684-1688 15th Street/391 Valencia Street), a two-story, commercial building constructed in 1914 (375-377 Valencia Street) and a five-story mixed-use residential building with ground floor retail constructed in 2003 (363 Valencia Street).

Julian Avenue is a north-south, two-way through street, with one lane running north and one running south, with unmetered street parking on either side. Caledonia Street is 15-foot-wide alleyway with approximately 3-foot-wide sidewalks on each side of the roadway; it dead-ends adjacent to the north property line of 56 Julian Avenue, and it serves as vehicle access to parking for 56 Julian Avenue and two garages for buildings fronting Valencia Street.

Fourteenth Street is a one-way, east-west street with two-lanes of traffic traveling to the east, with metered parallel street parking on both sides of the street. Fifteenth Street is a one-way, east-west street with two-lanes of traffic traveling to the west, with metered parallel street parking on both sides of the street. No SFMTA residential parking permits are required on any of the adjacent streets.

The project site is within an area served by several San Francisco Municipal Railway (Muni) transit lines. Muni Lines 14-Mission, 22-Folsom, 33-Ashbury/18th Street, 49-Van Ness, 55-Dogpatch serve bus stops near the project site. In addition, Muni operates the F line historic streetcar on Market Street approximately 0.4 mile north of the project site. Muni also operates the Muni Metro light rail system, which in the project vicinity runs underground beneath Market Street. The closest underground Muni stations to the project site is the Church Street station, located approximately 0.5 mile west of the project site. This station is served by the J-Church, K-Ingleside, L-Taraval, M-Ocean View, and T-Third Muni Metro light rail lines. In addition, the Bay Area Rapid Transit (BART) 16th Street Mission Station is less than 0.2 miles southeast of the project site.

Cumulative Context

The project site is an approximately 6,608-square-foot rectangular parcel on the west side of Julian Avenue between 14th Street to the north and 15th Street to the south in San Francisco's Mission neighborhood. The project site consists of a vacant lot and half of the courtyard of the adjacent Friendship House Association of American Indians, located to the north of the project site at 56 Julian Avenue. A through lot with one frontage on Julian Avenue and one frontage on Caledonia Street, the project site is generally flat with a ground surface elevation of approximately 25 feet above mean sea level along Julian Avenue and 28 feet above mean sea level along Caledonia Street. The surrounding area is also generally flat.

The vacant lot was previously occupied by a three-story residential building, which was demolished in 2011. The project site is 86 percent unpaved, with the exception of an approximately 900-square-foot asphalt basketball court. There are 11 trees, several small bushes, and ground cover on the project site, and there are eight street trees along Julian Avenue in front of the project site. To the north of the project site is the 56 Julian Avenue building, which is a four-story, institutional building constructed in 2005 owned and operated by the Friendship House of American Indians; it operates as a residential substance use disorder treatment center.

The project site is surrounded by commercial, institutional, industrial, and residential buildings. To the south of the project site are a two-story brick building constructed in 1918 (1656-1660 15th Street), a one-story industrial building constructed in 1916 (1670 15th Street), and a two-story commercial building constructed in 1915 (1672 15th Street). Immediately across Julian Avenue is a five-story, 202-unit mixed-use residential building constructed in 2013 (1880 Mission Street). Across Caledonia Street from the project site fronting Valencia Street are a four-story, 52-unit mixed-use residential building with ground floor retail constructed in 1907 (1684-1688 15th Street/391 Valencia Street), a two-story, commercial building constructed in 1914 (375-377 Valencia Street) and a five-story mixed-use residential building with ground floor retail constructed in 2003 (363 Valencia Street).

Julian Avenue is a north-south, two-way through street, with one lane running north and one running south, with unmetered street parking on either side. Caledonia Street is 15-foot-wide alleyway with approximately 3-foot-wide sidewalks on each side of the roadway; it dead-ends adjacent to the north property line of 56 Julian Avenue, and it serves as vehicle access to parking for 56 Julian Avenue and two garages for buildings fronting Valencia Street.

Fourteenth Street is a one-way, east-west street with two-lanes of traffic traveling to the east, with metered parallel street parking on both sides of the street. Fifteenth Street is a one-way, east-west street with two-lanes of traffic traveling to the west, with metered parallel street parking on both sides of the street. No SFMTA residential parking permits are required on any of the adjacent streets.

The project site is within an area served by several San Francisco Municipal Railway (Muni) transit lines. Muni Lines 14-Mission, 22-Folsom, 33-Ashbury/18th Street, 49-Van Ness, 55-Dogpatch serve bus stops near the project site. In addition, Muni operates the F line historic streetcar on Market Street approximately 0.4 mile north of the project site. Muni also operates the Muni Metro light rail system, which in the project vicinity runs underground beneath Market Street. The closest underground Muni stations to the project site is the Church Street station, located approximately 0.5 mile west of the project site. This station is served by the J-Church, K-Ingleside, L-Taraval, M-Ocean View, and T-Third Muni Metro light rail lines. In addition, the Bay Area Rapid Transit (BART) 16th Street Mission Station is less than 0.2 miles southeast of the project site. Table 2 and Figure 2 identify cumulative projects within one quarter mile of the project site.

Table 2 Cumulative Projects Within One Quarter Mile of the Project Site

1500-1528 15th St (2016-011827ENV)	Demolish automotive sales/smog check facility and construct a 118-foot-tall building with 189 group housing units over ground-floor retail. State Density Bonus project.
1726-1730 Mission St (2014-002026ENV)	Demolish a vacant two-story industrial building and construct a six-story, 68-foot-tall building with 36 dwelling units, 29 parking spaces, and 900 square feet of commercial space.
1721 15th St (2020-006544ENV)	Demolish automotive service building and construct two buildings: (1) a six-story, 65-foot-tall building to contain 46 dwelling units; and (2) a three-story, 36-foot-tall building to contain four dwelling units. No on-site vehicle parking is proposed.
401 S Van Ness Ave (2019-020640ENV)	Demolish a surface parking lot and construct an eight-story building with 153 group housing units with 202 beds, shared amenity spaces, and 3,656 square feet of commercial use.
SFMTA 16th Street Improvement Project, Phase 2	To improve reliability and travel time of the 22 Fillmore line between Church Street and Potrero Avenue and to improve safety, upgrade sewer/water infrastructure and facilitate zero-emission transit service to Mission Bay, improvements are being implemented on 16th Street, including transit-only lanes, transit bulbs, new traffic and pedestrian signals, and new streetscape amenities.
SFMTA 13th Street Safety Project	To improve traffic safety and increase the connectivity of SF's bicycle network, the project will extend protected bike facilities on 13th Street between Folsom and Valencia Streets. Potential improvements include sidewalk extensions, parking/loading changes, and signal timing upgrades.

FIGURE 2 CUMULATIVE PROJECTS WITHIN ONE-QUARTER MILE OF THE PROJECT SITE

C. Summary of Environmental Effects

The project could potentially result in adverse physical effects on the environmental resources checked below, and where those impacts are significant or potentially significant, the California Environmental Quality Act (CEQA) requires identification of mitigation measures to reduce the severity of the impacts to a less-than-significant level to the extent feasible. This initial study presents a more-detailed checklist and discussion of each environmental resource, unless otherwise noted below.

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

This Initial Study examines the proposed project to identify potential effects on the environment. For each item on the Initial Study checklist, the evaluation has considered the impacts of the proposed project both individually and cumulatively. All items on the Initial Study checklist that have been checked “Less than Significant Impact with Mitigation Incorporated,” “Less than Significant Impact,” “No Impact,” or “Not Applicable” indicate that, upon evaluation, the planning department has determined that the proposed project could not have a significant adverse environmental effect relating to that issue. A discussion is included for those issues checked “Less than Significant Impact with Mitigation Incorporated” and “Less than Significant Impact,” and for most items checked with “No Impact” or “Not Applicable.” For all of the items checked “No Impact” or “Not Applicable” without discussion, the conclusions regarding potential significant adverse environmental effects are based upon field observation, staff experience and expertise on similar projects, and/or standard reference material available within the planning department, such as the *Transportation Impact Analysis Guidelines for Environmental Review* or the *California Natural Diversity Database* and maps, published by the California Department of Fish and Wildlife. The items checked above have been determined to be “Less than Significant with Mitigation Incorporated.”

No Impact or Not Applicable Environmental Topics

The proposed project would have no impact on the following environmental topics and as a result are not discussed further in this initial study: Aesthetics, Agriculture and Forestry Resources, Mineral Resources, and Wildfire. This section briefly describes why these topics would have no impact or are not applicable to the proposed project.

Aesthetics and Parking

In accordance with CEQA Section 21099: Modernization of Transportation Analysis for Transit-Oriented Projects, aesthetics and parking shall not be considered in determining if a project has the potential to result in significant environmental effects, provided the project meets all of the following three criteria:

- a) The project is in a transit priority area;
- b) The project is on an infill site; and
- c) The project is residential, mixed-use residential, or an employment center.

The proposed project meets each of the above criteria; therefore, this initial study does not consider aesthetics or parking in determining the significance of project impacts under CEQA.³

Automobile Delay and Vehicle Miles Traveled

In addition, CEQA Section 21099(b)(1) requires that the Governor’s Office of Planning and Research (OPR) develop revisions to the CEQA Guidelines establishing criteria for determining the significance of transportation impacts of projects that “promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses.” CEQA Section 21099(b)(2) states that upon certification of the revised guidelines for determining transportation impacts pursuant to Section 21099(b)(1), automobile delay, as described solely by level of service or similar measures of vehicular capacity or traffic congestion, shall not be considered a significant impact on the environment under CEQA.

In January 2016, the OPR published for public review and comment a Revised Proposal on Updates to the CEQA Guidelines on Evaluating Transportation Impacts in CEQA⁴ recommending that transportation impacts for projects be measured using a vehicle miles traveled (VMT) metric. On March 3, 2016, in anticipation of the future certification of the revised CEQA Guidelines, the San Francisco Planning Commission adopted the OPR’s recommendation to use the VMT metric instead of automobile delay to evaluate the transportation impacts of projects (Resolution No. 19579). In January 2019, changes to the CEQA statutes and guidelines went into effect, including a new section 15064.3 that states that VMT is the most appropriate measure of transportation impacts and that includes updated criteria for analyzing transportation impacts. Therefore, the topic of automobile delay is not applicable to the proposed project. The VMT metric does not apply to the analysis of project impacts on non-automobile modes of travel such as riding transit, walking, and bicycling.

Agriculture and Forestry Resources

The project site is within an urbanized area in the City and County of San Francisco that does not contain any prime farmland, unique farmland, or farmland of statewide importance; forest land; or land under Williamson Act contract. The area is not zoned for any agricultural uses. Therefore, the project would have no impact, either individually or cumulatively, on agricultural or forest resources.

Mineral Resources

³ San Francisco Planning Department, Eligibility Checklist for CEQA Section 21099: Modernization of Transportation Analysis, 80 Julian Avenue (hereinafter “CEQA section 21099 Checklist”), June 7, 2022.

⁴ Governor’s Office of Planning and Research. Available at http://opr.ca.gov/docs/Revised_VMT_CEQA_Guidelines_Proposal_January_20_2016.pdf, accessed May 25, 2022.

The project site is not located in an area with known mineral resources and would not extract mineral resources. Therefore, the proposed project would have no impact on mineral resources and would not have the potential to contribute to any cumulative mineral resource impact.

Wildfire

The project site is not located in or near state responsibility lands for fire management or lands classified as very high fire hazard severity zones. Therefore, this topic is not applicable to the project.

D. Evaluation of Environmental Effects

Topics:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact	Not Applicable
1. LAND USE AND PLANNING. Would the project:					
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Cause a significant physical environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

The division of an established community would involve the construction of a physical barrier to neighborhood access, such as a new freeway, or the removal of a means of access, such as a bridge or a roadway. Implementation of the proposed project would not result in the construction of a physical barrier to neighborhood access or the removal of an existing means of access; it would result in the construction of a new six-story building within the boundaries of an established lot. Implementation of the proposed project would not alter the established street grid or permanently close any streets or sidewalks. Although portions of the sidewalks adjacent to the project site could be closed for periods of time during project construction, these closures would be temporary in nature. Also, as discussed below in Impact TR-1, in compliance with *Regulations for Working in San Francisco Streets*, during sidewalk closures signage and protection for people walking would be erected, as appropriate, and the contractor would be required to maintain adequate bicycle and walking circulation at all times. Travel lane closures on Julian Avenue, if necessary, would be coordinated with the city to minimize the impacts on local traffic, transit, and bicycle facilities. For these reasons, the proposed project would not result in significant impacts related to physically dividing an established community, and no mitigation would be required.

Impact LU-2: The proposed project would not cause a significant physical environmental impact due to a conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. (No Impact)

Land use impacts could be considered significant if the proposed project would conflict with a mandated plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental impact. The determination as to whether a conflict with a land use plan, policy, or regulation is significant under CEQA is based on whether that conflict would result in a significant physical environmental impact.

Applicable land use plans that regulate development on the project site include the San Francisco General Plan and the San Francisco Planning Code. The proposed project is in the Valencia Street Neighborhood Commercial Transit zoning district, which allows for residential and social service/community facilities. The proposed project and its group housing and community facility uses are consistent with the general plan and the planning code. As part of project approvals, a zoning text and map amendment would be undertaken to apply a Special Use District on the project site. This Special Use District would accommodate exceptions to the planning code involving floor area ratio, height, rear yard requirements, non-residential use size, permitted obstructions, dwelling unit exposure, and active uses.

The physical environmental effects of the proposed project related to various resource topics are analyzed in this initial study. Thus, the project would not result in impacts related to conflicts with land use plans, policies, or regulations adopted for the purpose of mitigating an environmental effect, and no mitigation would be required.

Impact C-LU-1: The proposed project, in combination with cumulative projects, would not result in a significant cumulative impact related to land use and planning. (Less than Significant)

Cumulative development in the project vicinity (within a quarter-mile radius of the project site) includes projects for which the planning department has a project application on file. Nearby cumulative development projects identified in Table 2 and Figure 2 may require temporary closure of streets and sidewalks; however, all construction within San Francisco is required to comply with *Regulations for Working in San Francisco Streets*, which would maintain safe access through the community. Further, upon completion of construction activities, cumulative projects would not physically divide an established community by constructing a physical barrier to neighborhood access or removing a means of access. Public right-of-way projects, such as SFMTA's 16th Street Improvement Project and 13th Street Safety Project, which would improve pedestrian and traffic safety and would enhance access through the community.

Like all projects proposed in San Francisco, the nearby cumulative development projects are required to comply with applicable plans, policies, and regulations, including those adopted for the purpose of avoiding or mitigating an environmental effect. For these reasons, the proposed project would not combine with past, present, and reasonably foreseeable future projects to conflict with such plans, policies, or regulations and would not create a significant cumulative land use impact. No mitigation measures are required.

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

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

In general, a project would be considered growth-inducing if its implementation would result in substantial unplanned population growth. The proposed project would add approximately 21 new residents and 337 daily users (consisting of 40 employees and 297 visitors) at the project site.

The Association of Bay Area Governments (ABAG) prepares projections of employment and housing growth for the Bay Area. The latest projections were prepared as part of Plan Bay Area 2050, adopted by ABAG and the Metropolitan Transportation Commission in 2021. ABAG’s growth projections anticipate that by 2050 San Francisco will have 578,000 households (or a population of approximately 1,364,080 persons) and 918,000 employees.^{5,6}

The proposed project would add approximately 21 new residents and 337 daily users would contribute to growth that is projected by ABAG. As part of the planning process for Plan Bay Area, San Francisco identified priority development areas (PDAs), which are areas where new development will support the day-to-day needs of residents and workers in a pedestrian-friendly environment served by transit. The project site is located within the Eastern Neighborhoods PDA; Under the baseline scenario presented in *Plan Bay Area 2040*, 12,893 housing units can be built in this PDA through 2040. The amended scenario in *Plan Bay Area 2050* estimates that 16,761 units could be expected in the Eastern Neighborhoods Corridors PDA.⁷

⁵ Metropolitan Transportation Commission and Association of Bay Area Government, Plan Bay Area 2050: The Final Blueprint: Growth Pattern: Projected Household and Job Growth, By County: San Francisco. Updated January 21, 2021. Available online at: https://www.planbayarea.org/sites/default/files/FinalBlueprintRelease_December2020_GrowthPattern_Jan2021Update.pdf. Accessed June 7, 2022.

⁶ Population is estimated based the total number of households projected as part of the Plan Bay Area 2050 multiplied by the citywide average persons per household from the U.S. Census for San Francisco County, currently 2.36 persons per household. Available online at: <https://www.census.gov/quickfacts/sanfranciscocountycalifornia>. Accessed June 7, 2022.

⁷ Economic & Planning Systems, Inc., PDA Assessment Update, November 23, 2015, prepared for Metropolitan Transportation Commission, available at https://www.planbayarea.org/sites/default/files/pdf/PDA_Assessment_Update_Final.pdf, accessed May 25, 2022.

Thus, the project would be implemented in an area where new population growth is both anticipated and encouraged. The project would also be located in a developed urban area with available access to necessary infrastructure and services (transportation, utilities, schools, parks, hospitals, etc.). Since the project site is located in an established urban neighborhood and is not an infrastructure project, it would not indirectly induce substantial population growth. This impact is less than significant and no mitigation measures are required.

The physical environmental effects of the project's anticipated increase in population are analyzed in the relevant environmental topic sections of this initial study.

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

As the project site does not currently contain any residential uses, the proposed project would not displace any residents or housing units. Therefore, the project would have no direct impact related to the displacement of housing units or people and would not necessitate the construction of replacement housing elsewhere that could result in physical environmental effects. The impact would be less than significant and no mitigation measures are required.

Impact C-PH-1: The proposed project, in combination with cumulative projects, would not result in a significant cumulative impact related to population and housing. (*Less than Significant*)

The cumulative context for the population and housing topic is the City and County of San Francisco. The proposed project would provide housing units that would increase the population on site. As discussed above, ABAG projects that by 2050 San Francisco will have 578,000 households (or a population of approximately 1,364,080 persons) and 918,000 employees. According to 2020 census information (based on 2020 data) San Francisco's population is 873,965 with 684,969 employees. As of the fourth quarter of 2021, approximately 69,300 net new housing units are in the development pipeline, i.e., are either under construction, have building permits approved or filed, or applications filed, including remaining phases of major multi-phased projects.⁸ Conservatively assuming that every housing unit in the pipeline is developed and at 100 percent occupancy (no vacancies), the pipeline (which includes the proposed project) would accommodate an additional 69,300 households, or an increased population of approximately 163,548 people.⁹ The pipeline also includes projects with land uses that would result in an estimated 76,249 new employees.¹⁰ As shown in **Table 3, Citywide Development Pipeline Projections as Compared to ABAG Projections to 2050**, cumulative household and employment growth is below the ABAG projections for

⁸ San Francisco Planning Department, 2021 Q4 Development Pipeline, available at <https://sfplanning.org/project/pipeline-report#current-dashboard>, accessed June 10, 2022.

⁹ Population is estimated based the total number of housing units in the pipeline multiplied by the citywide average persons per household from the U.S. Census for San Francisco County, currently 2.36 persons per household. Available at <https://www.census.gov/quickfacts/sanfranciscocountycalifornia>, accessed June 10, 2022.

¹⁰ Data SF, SF Development Pipeline 2021 Q4, available at <https://data.sfgov.org/Housing-and-Buildings/SF-Development-Pipeline-2020-Q4/wjie-z8kp/data>, accessed June 10, 2022.

planned growth in San Francisco. Therefore, the proposed project in combination with citywide development would not result in significant cumulative environmental effects associated with inducing unplanned population growth or displacing substantial numbers of people or housing, necessitating the construction of replacement housing elsewhere. No mitigation measures are required.

Table 3 Citywide Development Pipeline Projections as Compared to ABAG Projections to 2050

Data Source	Households/Units	Population/Residents (assumes 2.36 persons/household per Census Data)	Employees
2021 Q4 Development Pipeline	69,300 Units	163,548	76,249
2020 Census	N/A	873,965	684,969
Cumulative Total Population/Jobs	N/A	1,037,513	761,218
ABAG 2050 Projections	N/A	1,364,080	918,000
Pipeline Development within ABAG 2050 Projection?		Yes. Cumulative development is within planned growth	Yes. Cumulative development is within planned growth

Note: References to information presented in this table are included in the text above.

Topics:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact	Not Applicable
3. CULTURAL RESOURCES. Would the project:					
a) Cause a substantial adverse change in the significance of a historical resource pursuant to §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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Impact CR-1: The proposed project would not cause a substantial adverse change in the significance of a historical resource. (Less than Significant)

Historical resources are those properties that meet the definitions in section 21084.1 of the CEQA statute and section 15064.5 of the CEQA Guidelines. Historical resources include properties listed in, or formally determined eligible for listing in, the California Register of Historical Resources (California Register) or in an adopted local register of historical resources. Historical resources also include resources identified as

significant in a historical resource survey meeting certain criteria. Additionally, properties that are not listed but are otherwise determined to be historically significant, based on substantial evidence, would also be considered historical resources. According to section 15064.5(b)(2)(C) of the CEQA Guidelines, the significance of a historical resource is materially impaired when a project “demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance.”

In evaluating whether the proposed project would cause a substantial adverse change in the significance of a historical resource, the planning department must first determine whether any existing buildings or known archeological sites on the project site represent historical resources. As defined under Public Resources Code section 5024.1, a property may be considered a historical resource if it meets any of the California Register criteria related to (1) events, (2) persons, (3) architecture, or (4) information potential that make it eligible for listing in the California Register, or if it is considered a contributor to a potential historic district.

There are no existing buildings or structures on the project site. The project site and surrounding area were evaluated in Inner Mission North Historic Resources Survey (2004), which was adopted by the Landmarks Preservation Advisory Board.¹¹ At the time of the survey, a building constructed in 1911 was on the subject property, and the property was assigned a status code of "5D2," or "contributor to a district that is eligible for local listing or designation" as part of the locally eligible Mission Reconstruction District identified in the survey. A historic resource evaluation response subsequently prepared for the project site determined that the subject property is not eligible for inclusion on the California Register individually or as a contributor to a potential historic district, and the building was demolished in 2010.¹²

The project site is a vacant lot. Adjacent to the project site are 1670 15th St (3547/007), constructed in 1916, and 1672 15th St (3547/08), constructed in 1915. These two adjacent buildings are categorized as Category B potential historic resources, indicating that the properties are age-eligible but require further review to determine whether a historic resource is present.) The rear of the two buildings touch the project site’s property line, and vibratory equipment could operate within 10 feet of the buildings. Across Caledonia Street from the project site is 1684-1688 15th Street/391 Valencia Street, a Category A known historic resource constructed in 1914.

As discussed in Section E.6, Noise, under Impact NO-2, construction of the proposed project would involve the use of vibration-generating equipment during installation of the foundation, and therefore a construction vibration study was prepared for the proposed project to determine the potential vibration impacts of the project.¹³ The study found that groundborne vibration would not exceed the Caltrans building damage criteria of 0.25 inches per second PPV for historic and older buildings. Thus, project construction would not result in damage to adjacent buildings that could materially impair off-site historic resources.

In conclusion, the proposed project would not cause a substantial adverse change in the significance of a historical resource and no mitigation measures would be required.

¹¹ Available at <https://sfplanning.org/resource/inner-mission-north-historic-resources-survey-map>, accessed May 25, 2022.

¹² San Francisco Planning Department, *Historic Resource Evaluation Response*, 80 Julian Avenue, Case No. 2009.1095E, April 23, 2010.

¹³ Wilson Ihrig, *Vibration Control Plan, The Village SF*, 80 Julian Avenue, San Francisco, California, Case No. 2021-007313ENV, September 12, 2022.

Impact CR-2: The proposed project would cause a substantial adverse change in the significance of an archaeological resource. (Less than Significant with Mitigation)

This section discusses archeological resources, both as historical resources, according to CEQA Guidelines section 15064.5, as well as unique archeological resources, as defined in section 21083.2(g). Determining the potential for encountering archeological resources and paleosols¹⁴ is based on factors such as the pre-development environmental setting, history of past development, location, depth, and amount of excavation proposed as well as any recorded information on known resources in the area.

Geotechnical soil borings indicate that the project site is underlain by approximately 4.5 to 10 feet of fill consisting of loose to very dense sand, sand with silt, and silty sand with some debris consisting primarily of brick, glass, and concrete fragments. The fill is underlain by competent Alluvium consisting of dense to very dense sand, sand with silt, silty sand and clayey sand to the maximum depths explored 51 feet below the existing ground surface. Borings by others within the proposed building footprint indicate there may be some interbedded layers of very stiff clay with sand and silt within the alluvium layer. Groundwater was encountered during geotechnical testing at depths of approximately 18.5 to 16 feet.

The proposed structure would include a tall basement with a floor-to-ceiling height of 18 feet, and excavation would extend 22 feet below ground surface (including an assumed foundation thickness). To construct the basement, shoring and underpinning of the adjacent streets/sidewalk and neighboring properties/buildings, respectively, would be required. Excavation would cover 6,600 square feet with a total volume of 5,200 cubic yards.

The planning department conducted a preliminary archeological review of the project site to determine the potential for the proposed project to affect archeological resources.¹⁵ The area around the project site is known to be sensitive for Native American archaeological resources, and the project site is located within the Mission Dolores Archeological District, which is an area highly sensitive for archeological features/deposits associated with Spanish-Mexican Period of San Francisco's history. Therefore, **Mitigation Measure M-CR-2: Archeological Testing** has been identified and agreed to by the project sponsor.

Mitigation Measure M-CR-2: Archeological Testing

Based on a reasonable potential that archeological resources may be present within the project site, the following measures shall be undertaken to avoid any potentially significant adverse effects from the proposed project on buried or submerged historical resources. The project sponsor shall retain the services of an archeological consultant from the rotational qualified archeological consultants list (QACL) maintained by the planning department. After the first project approval action or as

¹⁴ Paleosols represent terrestrial landforms that were stable in the past and thus suitable for human habitation prior to subsequent sediment deposition. Paleosols have the potential to preserve archeological resources if humans occupied or settled the area during or after the formation of the paleosols. Because human populations have grown since the arrival of the area's first inhabitants, such that the number of settlements and other evidence of human activity increased over time, younger (late Holocene) paleosols generally are considered more likely to yield archeological resources than older (early Holocene or Pleistocene) paleosols. Around the Bay Area, paleosols along the shoreline were inundated by the rising bay and buried by bay bottom sediments, thus obscuring the earliest evidence of human occupation in the former river valley and along the early bay shore.

¹⁵ San Francisco Planning Department, *Preliminary Archeological Review Memo, 80 Julian Avenue*, July 8, 2022.

directed by the Environmental Review Officer (ERO), the project sponsor shall contact the department archeologist to obtain the names and contact information for the next three archeological consultants on the QACL.

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

Archeological Testing Program. The purpose of the archeological testing program will be to determine to the extent possible the presence or absence of archeological resources and to identify and to evaluate whether any archeological resource encountered on the site constitutes an historical resource under CEQA.

The archeological testing program shall be conducted in accordance with the approved archeological testing plan (ATP). The archeological consultant and the ERO shall consult on the scope of the ATP, which shall be approved by the ERO prior to any project-related soils-disturbing activities commencing. The ATP shall be submitted first and directly to the ERO for review and comment and shall be considered a draft subject to revision until final approval by the ERO. The archeologist shall implement the testing as specified in the approved ATP prior to and/or during construction.

The ATP shall identify the property types of the expected archeological resource(s) that potentially could be adversely affected by the proposed project, lay out what scientific/historical research questions are applicable to the expected resource, what data classes the resource is expected to possess, and how the expected data classes would address the applicable research questions. The ATP shall also identify the testing method to be used, the depth or horizontal extent of testing, and the locations recommended for testing and shall identify archeological monitoring requirements for construction soil disturbance as warranted.

Paleoenvironmental analysis of paleosols. When a submerged paleosol is identified during the testing program, irrespective of whether cultural material is present, samples shall be extracted and processed for dating, flotation for paleobotanical analysis, and other applicable special analyses pertinent to identification of possible cultural soils and for environmental reconstruction.

Discovery Treatment Determination. At the completion of the archeological testing program, the archeological consultant shall submit a written summary of the findings to the ERO. The findings memo shall describe and identify each resource and provide an initial assessment of the integrity and significance of encountered archeological deposits.

If the ERO in consultation with the archeological consultant determines that a significant archeological resource is present and that the resource could be adversely affected by the proposed project, the ERO, in consultation with the project sponsor, shall determine whether preservation of the resource in place is feasible. If so, the proposed project shall be re-designed so as to avoid any adverse effect on the significant archeological resource and the archeological consultant shall prepare an archeological resource preservation plan (ARPP), which shall be implemented by the project sponsor during construction. The consultant shall submit a draft ARPP to the planning department for review and approval.

If preservation in place is not feasible, a data recovery program shall be implemented, unless the ERO determines that the archeological resource is of greater interpretive than research significance and that interpretive use of the resource is feasible. The ERO in consultation with the archeological consultant shall also determine if additional treatment is warranted, which may include additional testing and/or construction monitoring.

Consultation with Descendant Communities. On discovery of an archeological site associated with descendant Native Americans, the Overseas Chinese, or other potentially interested descendant group an appropriate representative of the descendant group and the ERO shall be contacted. The representative of the descendant group shall be given the opportunity to monitor archeological field investigations of the site and to offer recommendations to the ERO regarding appropriate archeological treatment of the site, of recovered data from the site, and, if applicable, any interpretative treatment of the associated archeological site. A copy of the archeological resources report (ARR) shall be provided to the representative of the descendant group.

Archeological Data Recovery Plan. An archeological data recovery program shall be conducted in accordance with an archeological data recovery plan (ADRP) if all three of the following apply: (1) a resource has potential to be significant, (2) preservation in place is not feasible, and (3) the ERO determines that an archeological data recovery program is warranted. The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the ADRP prior to preparation of a draft ADRP. The archeological consultant shall submit a draft ADRP to the ERO. The ADRP shall identify how the proposed data recovery program will preserve the significant information the archeological resource is expected to contain. That is, the ADRP will identify what scientific/historical research questions are applicable to the expected resource, what data classes the resource is expected to possess, and how the expected data classes would address the applicable research questions. Data recovery, in general, should be limited to the portions of the historical property that could be adversely affected by the proposed project. Destructive data recovery methods shall not be applied to portions of the archeological resources if nondestructive methods are practical.

The scope of the ADRP shall include the following elements:

- *Field Methods and Procedures.* Descriptions of proposed field strategies, procedures, and operations.
- *Cataloging and Laboratory Analysis.* Description of selected cataloging system and artifact analysis procedures.
- *Discard and Deaccession Policy.* Description of and rationale for field and post-field discard and deaccession policies.

- *Security Measures.* Recommended security measures to protect the archeological resource from vandalism, looting, and non-intentionally damaging activities.
- *Final Report.* Description of proposed report format and distribution of results.
- *Curation.* Description of the procedures and recommendations for the curation of any recovered data having potential research value, identification of appropriate curation facilities, and a summary of the accession policies of the curation facilities

Human Remains and Funerary Objects. The treatment of any human remains and funerary objects discovered during any soils-disturbing activity shall comply with applicable State laws, including Section 7050.5 of the Health and Safety Code and Public Resources Code 5097.98. If human remains or suspected human remains are encountered during construction, the contractor and project sponsor shall ensure that ground-disturbing work within 50 feet of the remains is halted immediately and shall arrange for the protection in place of the remains until appropriate treatment and disposition have been agreed upon and implemented in accordance with this section. Upon determining that the remains are human, the project archeologist shall immediately notify the Medical Examiner of the City and County of San Francisco of the find. The archeologist shall also immediately notify the ERO and the project sponsor of the find. In the event of the Medical Examiner's determination that the human remains are Native American in origin, the Medical Examiner will notify the California State Native American Heritage Commission (NAHC) within 24 hours. The NAHC will immediately appoint and notify a Most Likely Descendant (MLD). The MLD will complete his or her inspection of the remains and make recommendations or preferences for treatment within 48 hours of being granted access to the site.

If the remains cannot be permanently preserved in place, the landowner may consult with the project archeologist, project sponsor and CEQA lead agency and shall consult with the MLD on recovery of the remains and any scientific treatment alternatives. The landowner shall then make all reasonable efforts to develop a Burial Agreement ("Agreement") with the MLD, as expeditiously as possible, for the treatment and disposition, with appropriate dignity, of human remains and funerary objects (as detailed in CEQA Guidelines section 15064.5(d)). Per PRC 5097.98 (c)(1), the Agreement shall address, as applicable and to the degree consistent with the wishes of the MLD, the appropriate excavation, removal, recordation, scientific analysis, custodianship prior to reinterment or curation, and final disposition of the human remains and funerary objects. If the MLD agrees to scientific analyses of the remains and/or funerary objects, the archeological consultant shall retain possession of the remains and funerary objects until completion of any such analyses, after which the remains and funerary objects shall be reinterred or curated as specified in the Agreement.

Both parties are expected to make a concerted and good faith effort to arrive at an Agreement, consistent with the provisions of PRC 5097.98. However, if the landowner and the MLD are unable to reach an Agreement, the landowner, ERO, and project sponsor shall ensure that the remains and/or mortuary materials are stored securely and respectfully until they can be reinterred on the property, with appropriate dignity, in a location not subject to further or future subsurface disturbance, consistent with state law.

Treatment of historic-period human remains and/or funerary objects discovered during any soils-disturbing activity shall be in accordance with protocols laid out in the project archeological treatment document and other relevant agreements established between the project sponsor,

Medical Examiner, and the ERO. The project archeologist shall retain custody of the remains and associated materials while any scientific study scoped in the treatment document is conducted and the remains shall then be curated or respectfully reinterred by arrangement on a case-by case-basis.

Archeological Public Interpretation Plan. The project archeological consultant shall submit an archeological public interpretation plan (APIP) if a significant archeological resource is discovered during a project. If the resource to be interpreted is a tribal cultural resource, the APIP shall be prepared in consultation with and developed with the participation of Ohlone tribal representatives. The APIP shall describe the interpretive product(s), locations or distribution of interpretive materials or displays, the proposed content and materials, the producers or artists of the displays or installation, and a long-term maintenance program. The APIP shall be sent to the ERO for review and approval. The APIP shall be implemented prior to occupancy of the project.

Archeological Resources Report. Whether or not significant archeological resources are encountered, the archeological consultant shall submit a written report of the findings of the testing program to the ERO. The archeological consultant shall submit a draft archeological resources report (ARR) to the ERO that evaluates the historical significance of any discovered archeological resource and describes the archeological, historical research methods employed in the archeological testing/monitoring/data recovery program(s) undertaken, and if applicable, discusses curation arrangements. Formal site recordation forms (CA DPR 523 series) shall be attached to the ARR as an appendix.

Once approved by the ERO, copies of the ARR shall be distributed as follows: California Archeological Site Survey Northwest Information Center (NWIC) shall receive one (1) copy, and the ERO shall receive a copy of the transmittal of the ARR to the NWIC. The environmental planning division of the planning department shall receive one (1) bound hardcopy of the ARR. Digital files that shall be submitted to the environmental division include an unlocked, searchable PDF version of the ARR, GIS shapefiles of the site and feature locations, any formal site recordation forms (CA DPR 523 series), and/or documentation for nomination to the National Register of Historic Places/California Register of Historical Resources. The PDF ARR, GIS files, recordation forms, and/or nomination documentation should be submitted via USB or other stable storage device. If a descendant group was consulted during archeological treatment, a PDF of the ARR shall be provided to the representative of the descendant group.

Curation. Significant archeological collections and paleoenvironmental samples of future research value shall be permanently curated at an established curatorial facility. The facility shall be selected in consultation with the ERO. Upon submittal of the collection for curation the sponsor or archeologist shall provide a copy of the signed curatorial agreement to the ERO.

With implementation of Mitigation Measure M-CR-2, the impact on archeological resources from project construction would be less than significant.

Impact CR-3: The proposed project could disturb any human remains, including those interred outside of formal cemeteries. (*Less than Significant with Mitigation*)

Archeological resources may include human burials. Human burials may be present outside of formal cemeteries, in prehistoric or historic period archeological contexts. The potential for the proposed project to affect archeological resources, which may include human burials, is addressed above under Impact CR-2. The treatment of human remains and of associated or unassociated funerary objects must comply with applicable state laws. This includes immediate notification to the county coroner (San Francisco Office of the Chief Medical Examiner) and, in the event of the coroner’s determination that the human remains are Native American, notification of the California Native American Heritage Commission, which shall appoint a most likely descendant to provide recommendations for treatment and disposition of the remains.¹⁶

As discussed above, the project sponsor has agreed to implement **Mitigation Measure M-CR-2: Archeological Testing** and as discussed below in Impact TCR-1, **Mitigation Measure M-TCR-1: Tribal Cultural Resources Program**. These measures would ensure that if human remains—and Native American archeological resources, which have the potential to include human remains—are encountered during project construction, ground-disturbing work would be halted immediately, and the remains would be protected in place until appropriate treatment and disposition have been agreed upon and implemented. If human remains are Native American in origin, they would be treated with dignity consistent with the wishes of the most likely descendant. Therefore, Mitigation Measures CR-2 and TCR-1 would reduce the potential effect of the project’s construction on human remains to a less-than-significant level.

Impact C-CR-1: The proposed project, in combination with cumulative projects, would not result in a significant cumulative impact related to cultural resources. (*Less than Significant*)

As discussed under Impact CR-1, there are no existing buildings or structures on the project site and the proposed project would not result in impacts on historic architectural resources. Therefore, the project would not combine with other projects identified in Table 2 and Figure 2 to result in a cumulative adverse impact related to historical resources.

The cumulative context for archeological resources and human remains is generally site specific and limited to the immediate construction area. There are known archeological resources in the vicinity of the project site that may extend onto the project site; however, there are no cumulative projects on the project block and none of the cumulative projects are anticipated to impact the known archeological resources in the vicinity of the project site. As identified in Table 2 and Figure 2, the nearest cumulative project is at 1721 15th Street, which is approximately 350 feet southwest of the project site. Therefore, there is no potential for the proposed project to combine with a cumulative project to impact an unknown buried archeological resources or human remains during project construction. For these reasons, cumulative impacts on archeological resources and human remains would be less than significant, and no mitigation measures are required.

¹⁶ California Public Resources Code section 5097.9.

Topics:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact	Not Applicable
4. TRIBAL CULTURAL RESOURCES. Would the project:					
a) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, or cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:					
i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Impact TCR-1: The proposed project could cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code section 21074. (*Less than Significant with Mitigation*)

Pursuant to CEQA section 21074, tribal cultural resources are defined as sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are also either (a) included or determined to be eligible for inclusion in the California Register or (b) included in a local register of historical resources as defined in CEQA section 5020.1(k).

Pursuant to CEQA section 21080.3.1(d), on April 21, 2022, the planning department contacted Native American individuals and organizations for the San Francisco area, providing a description of the proposed project and requesting comments on the identification, presence, and significance of tribal cultural resources in the project vicinity.¹⁷ During the 30-day comment period, one Native American tribal representative contacted the planning department to request consultation; however, despite subsequent outreach attempts, the department has been unable to engage further with the representative at this time.

Based on discussions with Native American tribal representatives, in San Francisco, Native American archeological resources are presumed to be potential tribal cultural resources. As noted under Impact CR-2,

¹⁷ San Francisco Planning Department, *Tribal Notification Regarding Tribal Cultural Resources and CEQA*, 80 Julian Avenue, April 21, 2022.

the proposed project has potential to encounter buried Native American archeological resources. Therefore, the project has the potential to also encounter previously unidentified tribal cultural resources, which would be considered a significant impact. **Mitigation Measure M-TCR-1: Tribal Cultural Resources Program** has been identified and agreed to by the project sponsor in the event that ground-disturbing activities encounter Native American archeological resources that constitute a tribal cultural resource.

Mitigation Measure M-TCR-1: Tribal Cultural Resources Program

Preservation in Place. In the event of the discovery of a tribal cultural resource, the Environmental Review Officer (ERO), the project sponsor, and the local Native American representative, shall consult to determine whether preservation in place would be feasible and effective. Coordination shall take place with local Native American representatives, including the Association of Ramaytush Ohlone and other interested Ohlone parties. If it is determined that preservation-in-place of the tribal cultural resource would be both feasible and effective, then the project sponsor in consultation with local Native American representatives and the ERO shall prepare a tribal cultural resource preservation plan (TCRPP). If the tribal cultural resource is an archeological resource of Native American origin, the archeological consultant shall prepare an archeological resource preservation plan (ARPP) in consultation with the local Native American representative, which shall be implemented by the project sponsor during construction. The consultant shall submit a draft ARPP to Planning for review and approval.

Interpretive Program. If the ERO, in consultation with local Native American representatives (including the Association of Ramaytush Ohlone and other interested Ohlone parties) and the project sponsor, determines that preservation-in-place of the tribal cultural resources is not a sufficient or feasible option, then archeological data recovery shall be implemented as required by the ERO and in consultation with affiliated Native American tribal representatives if the tribal cultural resource is an archeological resource of Native American origin.

The project sponsor, in consultation with local Native American representatives, shall prepare a Tribal Cultural Resources Interpretation Plan (TCRIP) to guide the interpretive program. The TCRIP may be prepared in tandem with the APIP. The TCRIP shall be submitted to ERO for review and approval prior to implementation of the program. The plan shall identify, as appropriate, proposed locations for installations or displays, the proposed content and materials of those displays or installation, the producers or artists of the displays or installation, and a long-term maintenance program. The interpretive program may include artist installations, preferably by local Native American artists, oral histories with local Native Americans, cultural displays, educational panels, or other interpretive elements agreed upon by the ERO, sponsor, and local Native American representatives. Upon approval of the TCRIP and prior to project occupancy, the interpretive program shall be implemented by the project sponsor. Local Native American representatives who are substantially involved in preparation or implementation of the interpretive program shall be appropriately compensated by the project sponsor.

Implementation of Mitigation Measure TCR-1 would ensure that the proposed project would not cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code section 21074. In the event of the discovery of an archeological resource of Native American origin, planning staff would consult with local Native American representatives to determine whether preservation in place and an interpretive program would be feasible and effective in minimizing effects on tribal cultural

resources. Therefore, Mitigation Measure TCR-1 would reduce the potential effect of the project's construction on tribal cultural resources to a less-than-significant level.

Impact C-TCR-1. The proposed project, in combination with cumulative projects, would result in a significant cumulative impact on tribal cultural resources. (Less than Significant)

Proposed project-related impacts on tribal cultural resources are site specific and generally limited to a project's construction area. As discussed in Impact C-CR-1, impacts of the proposed project would be unlikely to combine with impacts of cumulative projects to result in cumulative impacts to Native American archeological resources, which are also tribal cultural resources. For these reasons, the proposed project in combination with other reasonably foreseeable future projects would not have a significant cumulative impact on tribal cultural resources. Therefore, this impact would be less than significant, and no mitigation measures are required.

Topics:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact	Not Applicable
5. TRANSPORTATION AND CIRCULATION. Would the project:					
a) Involve construction that would require a substantially extended duration or intensive activity, and the effects would create potentially hazardous conditions for people walking, bicycling, or driving, or public transit operations; or interfere with emergency access or accessibility for people walking or bicycling; or substantially delay public transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Create potentially hazardous conditions for people walking, bicycling, or driving or public transit operations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Interfere with accessibility of people walking or bicycling to and from the project site, and adjoining areas, or result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Substantially delay public transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Cause substantial additional vehicle miles traveled or substantially induce additional automobile travel by increasing physical roadway capacity in congested areas (i.e., by adding new mixed-flow travel lanes) or by adding new roadways to the network?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Result in a loading deficit, and the secondary effects would create potentially hazardous conditions for people walking, bicycling, or driving; or substantially delay public transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Topics:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact	Not Applicable
g) Result in a substantial vehicular parking deficit, and the secondary effects would create potentially hazardous conditions for people walking, bicycling, or driving; or interfere with accessibility for people walking or bicycling or inadequate access for emergency vehicles; or substantially delay public transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

As discussed under “Aesthetics and Parking” above, the project would satisfy the eligibility criteria for a transit-oriented infill project under CEQA section 21099(d)(1), and thus the amount of parking shall not be considered in determining if a project has the potential for environmental effects. The project also meets the department’s *Transportation Impact Analysis Guidelines for Environmental Review’s* secondary parking analysis and vehicle miles traveled analysis for land use project screening criteria, and therefore an analysis of secondary effects from vehicle parking is also not required.¹⁸ For these reasons, Topic E.5(g) is not applicable to the proposed project and is not discussed further in this initial study.

Appendix G Transportation and Circulation Questions and Significance Criteria

San Francisco Administrative Code Chapter 31 directs the planning department to identify environmental effects of a project using as its base the environmental checklist form set forth in Appendix G of the CEQA Guidelines. As it relates to transportation and circulation, Appendix G asks whether the project would:

- conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities;
- conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b);
- substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses; and
- result in inadequate emergency access

The planning department uses significance criteria to facilitate the transportation analysis and address the Appendix G checklist. The planning department separates the significance criteria into construction and operation.

Travel Demand

The department estimated the number of trips and ways people would travel to and from the site in a project travel demand memo. The department estimated these trips using data and methodology in the department’s 2019 guidelines, the project sponsor’s data request response, and a memo addressing the trip generation rates for the previously-proposed 901 16th Street/1200 17th project, Case No. 2011.1200! (“Kaiser

¹⁸ Available at https://default.sfplanning.org/publications_reports/TIA_Guidelines.pdf, accessed May 25, 2022.

medical office”).^{19,20} The Native American Health Center currently operates its medical and dental clinic at 160 Capp Street, which is four blocks (approximately 1,690 feet) from the 80 Julian project site. The project would relocate the 160 Capp Street clinic to the project site. Thus, the travel demand information is generally only relevant to the net new trips at the project block and close nearby, and not necessarily to the surrounding neighborhood.

The department used these estimates to inform the analysis of the project’s impacts on transportation and circulation during both construction and operation. The following considers effects of the project on potentially hazardous conditions, accessibility (including emergency access), public transit delay, vehicle miles traveled, and loading.

Table 4, Daily Person and Vehicle Trips, presents daily person and vehicle trip estimates, and **Table 5, P.M. Peak-Hour Person and Vehicle Trips**, presents p.m. peak-hour estimates from the proposed project’s group housing, cultural center hall, youth program space, and medical and dental offices.

Table 4 Daily Person and Vehicle Trips

	Automobile	For-Hire	Transit	Walking	Bicycling	Total	Daily Vehicle Trips*
Project Total	686	9	239	421	45	1,398	514

Sources: San Francisco Planning Department, *Transportation Impact Analysis Guidelines* and *80 Julian Avenue Project Travel Demand Memo*.

* Automobile and for-hire person trips, accounting for average vehicle occupancy data (persons per vehicle).

Table 5 P.M. Peak-Hour Person and Vehicle Trips

	Automobile	For-Hire	Transit	Walking	Bicycling	Total	P.M. Peak-Hour Vehicle Trips*
Project Total	73	1	28	54	6	161	57

Source: San Francisco Planning Department, *Transportation Impact Analysis Guidelines*.

* Automobile and for-hire person trips, accounting for average vehicle occupancy data (persons per vehicle).

¹⁹ San Francisco Planning Department, 2019 Transportation Impact Analysis Guidelines for Environmental Review, <https://sfplanning.org/project/transportation-impact-analysis-guidelines-environmental-review-update#impactanalysis-%20%20guidelines>, accessed May 25, 2022.

²⁰ San Francisco Planning Department, Project Travel Demand, 80 Julian Avenue (Planning Department Case No. 2021-007313ENV), June 1, 2022.

Impact TR-1: The proposed project would not involve construction that would require a substantially extended duration or intensive activity, and the effects would not create potentially hazardous conditions for people walking, bicycling, or driving, or public transit operations; or interfere with emergency access or accessibility for people walking or bicycling; or substantially delay public. (*Less than Significant*)

The 2019 guidelines set forth screening criteria for types of construction activities that would typically not result in significant construction-related transportation effects based on project site context²¹ and construction duration and magnitude. Project construction would last approximately 21 months. During construction, the project may result in temporary closures of the public right-of-way including Julian Avenue during utility work for the project. Given the project site context and construction duration and magnitude, the project meets the screening criteria.²²

Further, the project would be subject to the San Francisco Municipal Transportation Agency's Regulations for Working in San Francisco Streets (the blue book).²³ The blue book establishes rules and guidance so that construction work can be done safely and with the least possible interference with pedestrian, bicycle, transit, and vehicular traffic. Prior to construction of the proposed project the project sponsor and construction contractor(s) would be required to meet with SFMTA and public works staff to develop and review the project's construction plans in preparation for obtaining relevant construction permits. In addition, the project would be subject to the San Francisco Public Works Code section 724, which addresses temporary occupation of the public right-of-way. Section 724 requires, among other things, the project contractor to provide a minimum clear width of four feet to provide a continuous pedestrian access route.

Therefore, the project would have a less-than-significant transportation-related construction impact, and no mitigation measures are required.

Impact TR-2: The proposed project would not create potentially hazardous conditions for people walking, bicycling, or driving or public transit operations, and would not interfere with accessibility of people walking or bicycling to and from the project site, and adjoining areas, or result in inadequate emergency. (*Less than Significant*)

There are no existing driveways along the project site frontages on Julian Avenue or Caledonia Street. The project would not add any new driveway because the project would not provide on-site parking or loading spaces. Thus, the project would not create conflicts that could result from vehicles crossing over the

²¹ "Site context" in relation to construction transportation analysis refers to how people travel to and around the project area and how that may be affected by construction activities. Site context is further defined in the Appendix N of the 2019 guidelines (see Attachment A of Appendix N) available at <https://sfplanning.org/project/transportation-impact-analysis-guidelines-environmental-review-update#impact-analysis-guidelines>. Accessed May 25, 2022.

²² San Francisco Planning Department, Transportation Study Determination, 80 Julian Avenue, 2021-007313ENV, March 8, 2022. The transportation-related construction screening criteria are included in the 2019 guidelines.

²³ San Francisco Municipal Transportation Agency, *Regulations for Working in San Francisco Streets, 8th Edition, Revised October 2021*, available at <https://www.sfmta.com/reports/construction-regulations-blue-book>, accessed June 23, 2022.

sidewalk along the project site frontages. In addition, the project would not create any physical features that would substantially reduce drivers' visibility of people walking and bicycling, transit, and private vehicles.

The project would add 57 p.m. peak-hour vehicle trips. These vehicle trips would likely start from or end at 60-foot-long passenger loading zone on Julian Avenue adjacent to the project site and be dispersed along nearby streets. This number of vehicle trips that would be crossing over nearby sidewalks, bicycle lanes, or streets shared by nearby emergency services would not be substantial. Given that project-generated vehicle trips would not be substantial, the proposed project is not expected to result in potentially hazardous conditions or inadequate emergency access. Additionally, the project would include a 4-foot-wide curb ramp to be installed along its Julian Avenue frontage for an accessible passenger loading zone curb ramp, which would improve existing conditions.

Therefore, the project would result in less-than-significant potentially hazardous conditions and accessibility impacts. No mitigation measures are required.

Impact TR-3: The proposed project would not substantially delay public transit. (*Less than Significant*)

The 2019 guidelines set forth a screening criterion for projects that would typically not result in significant public transit delay effects. The project would add 57 p.m. peak-hour vehicle trips, which is less than the screening criterion of 300. Therefore, the project meets the screening criterion and the project would have a less-than-significant public transit delay impact. No mitigation measures are required.

Impact TR-4: The proposed project would not cause substantial additional vehicle miles traveled or substantially induce additional automobile travel by increasing physical roadway capacity in congested areas or by adding new roadways to the network. (*Less than Significant*)

The 2019 guidelines set forth screening criteria for types of projects that would typically not result in significant vehicle miles traveled impacts. The project site is an area where existing vehicle miles traveled per capita is more than 15 percent below the existing regional per capita and per employee averages. The project meets this locational screening criterion and the project would have a less-than-significant vehicle miles traveled impact.²⁴ The project also meets the proximity to transit screening criterion: the project site is within one-half mile of an existing major transit stop or an existing stop along a high-quality transit corridor and the project meets other characteristic requirements. This screening criterion also indicates the project would not cause substantial additional VMT. Thus, this impact is less than significant, and no mitigation measures are required.

²⁴ San Francisco Planning Department, *80 Julian Avenue CEQA Section 21099 Checklist*, June 7, 2022.

Impact TR-5: The proposed project would not result in a loading deficit, and the secondary effects would not create potentially hazardous conditions for people walking, bicycling, or driving; or substantially delay public transit. (*Less than Significant*)

The planning department prepared a project travel demand memo which also presents the proposed project's passenger and freight loading demand.²⁵ During the average period, the project's freight and delivery loading demand is one loading space. During any one minute during the peak 15 minutes of the peak loading period (between 11 am and 2 pm), the project's passenger loading demand is one loading space when accounting for separate pick-up and drop-off from the same trip. The project would provide two loading spaces (each would be 30 feet in length) adjacent to the project site frontage on Julian Avenue. Therefore, the project would meet the loading demand. Overall, the project would have less-than-significant loading impacts, and no mitigation measures are required.

Impact C-TR-1. The proposed project, in combination with cumulative projects, would not result in a significant cumulative impact on transportation and circulation. (*Less than Significant*)

Construction

There are no known cumulative projects whose construction timelines could overlap with the project's construction activities. If there were such cumulative projects, they would be subject to the blue book and the public works code section 724. Given the project site context and temporary duration and magnitude of the cumulative projects' construction and the regulations that each project would be subject to, the project, in combination with cumulative projects, would not result in a significant cumulative construction-related transportation impact, and no mitigation would be required.

Potentially Hazardous Conditions and Accessibility

There are a few cumulative projects listed in Table 2 and shown on Figure 2 that could overlap with the project's vehicle trips near the project site. These projects include the 1721 15th Street, 1500-1528 15th Street, 301 Valencia Street, 401 South Van Ness Avenue, and 1726-1730 Mission Street projects. Given the scale of these cumulative projects, the vehicle trips from these cumulative projects would not combine to result in a potentially hazardous condition at any nearby vehicular turning movement. These cumulative projects would also not block access to a substantial number of people walking and bicycling within nearby sidewalks and bicycle lanes. Therefore, the project, in combination with cumulative projects, would not result in significant cumulative potentially hazardous conditions and accessibility impacts.

Public Transit Delay

Public transit delay typically occurs from traffic congestion, including transit reentry and passenger boarding delay. The project would add 57 p.m. peak-hour vehicle trips and 28 p.m. peak-hour transit trips. These trips would be dispersed along 15th, Mission, Valencia, and 16th streets among Muni routes 14, 14R, 22, 33, 49, and 55. This insubstantial number of trips would not combine with cumulative projects to result in a

²⁵ San Francisco Planning Department, *Project Travel Demand, 80 Julian Avenue (Planning Department Case No. 2021-007313ENV)*, June 1, 2022.

significant transit delay impact. Some of the cumulative projects would also improve public transit. For instance, the SFMTA 16th Street Improvement Project, Phase 2 would improve reliability and travel time of Muni route 22. Therefore, the proposed project, in combination with cumulative projects, would not result in a significant cumulative public transit delay impact.

Vehicle Miles Traveled

VMT by its nature is largely a cumulative impact. As described above, the project would meet the project-level screening criteria and therefore would not result in a significant VMT impact. Furthermore, the project site is an area where projected year 2040 VMT per capita is more than 15 percent below the future regional per capita and per employee averages. Therefore, the project, in combination with cumulative projects, would not result in a significant cumulative VMT impact.

Loading

There are no known cumulative projects that could generate substantial loading demands that interact with the project’s loading demand. Given the cumulative projects would not result in a loading deficit, the project, in combination with cumulative projects, would not result in a significant cumulative loading impact.

Impact Summary

For the reasons described above, the proposed project would result in less-than-significant impacts with respect to transportation and circulation. No mitigation measures are required.

Topics:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact	Not Applicable
6. NOISE. Would the project result in:					
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) For a project located within the vicinity of a private airstrip or 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"/>

The project site is not within the vicinity of a private airstrip or within 2 miles of a public airport or public use airport. Therefore, Topic E.6(c) is not applicable to the proposed project.

Impact NO-1: The proposed project would not generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the proposed project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies. (*Less than Significant*)

Construction Noise

The construction period for the proposed project is expected to last approximately 21 months with overlapping phases. Site preparation, including removal of all 11 trees within the project site, would last one month and would overlap with three months of grading. Foundation and below-grade construction would last approximately two months. Building construction and exterior and interior finishing phases would partially overlap and last approximately 17 months.

The noisiest phases of construction would be for approximately five months, during the site preparation, grading, and foundation/below-grade work, when equipment would include bore/drill rigs and excavators.

Construction equipment and activities would generate noise that could be considered an annoyance by occupants of nearby properties. Construction noise levels would fluctuate depending on construction phase, equipment type and duration of use, and the distance between noise sources and receptors. Construction noise levels would be highest during site preparation, grading, excavation, and foundation/shoring work. Interior construction noise would be substantially reduced by exterior walls.

Construction noise is regulated by San Francisco Police Code sections 2907 and 2908. Section 2907 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.²⁶ Impact tools are not subject to the equipment noise limit, provided that impact tools and equipment have intake and exhaust mufflers recommended by the manufacturers and are approved by the Director of Public Works or the Director of Building Inspection as best accomplishing maximum noise attenuation. Pavement breakers and jackhammers must also be equipped with acoustically attenuating shields or shrouds recommended by the manufacturers and approved by the Director of Public Works or the Director of Building Inspection as best accomplishing maximum noise attenuation.

Section 2908 of the police code prohibits construction work between 8 p.m. and 7 a.m., if noise would exceed the ambient noise level by 5 dBA at the project property line, unless a special permit is authorized by the Director of Public Works or the Director of Building Inspection. The proposed project is required to comply with sections 2907 and 2908 of the city's noise ordinance; however, the project sponsor does not anticipate construction activities occurring at night.

²⁶ The dBA, or A-weighted decibel, refers to a scale of noise measurement that approximates the range of sensitivity of the human ear to sounds of different frequencies. On this scale, the normal range of human hearing extends from about 0 dBA to about 140 dBA. A 10-dBA increase in the level of a continuous noise represents a perceived doubling of loudness.

While construction noise would be considered an annoyance by occupants of nearby properties, construction noise levels would be temporary, with the highest noise levels occurring for approximately five months out of the 21-month construction period, would not persist upon completion of construction activities, and individual pieces of construction equipment would be required to comply with the noise limits in article 29 of the police code.

Operational Noise

The project site is an urban area with a mix of residential and commercial uses. The proposed project would add residential and community uses. Vehicular traffic is the largest contributor to ambient noise levels throughout most of San Francisco. Generally, traffic would have to double in volume to produce a noticeable increase in ambient noise levels. The project would generate 514 daily vehicle trips, which would not result in a noticeable increase in ambient noise levels.

Mechanical building equipment, such as an emergency back-up diesel generator and heating, ventilation and air conditioning (HVAC) systems, as well as other noise-generating devices (home entertainment systems) associated with the residential uses would create operational noise. However, these noise sources would be subject to the Noise Ordinance. Specifically, section 2909(b) prohibits any person from producing or allowing to be produced, on a residential property, a noise level in excess of eight dBA above ambient noise levels at any point outside the property plane. In addition, section 2909(d) establishes maximum noise levels for fixed noise sources (e.g., mechanical equipment) of 55 dBA (from 7:00 a.m. to 10:00 p.m.) and 45 dBA (from 10:00 p.m. to 7:00 a.m.) inside any sleeping or living room in any dwelling unit located on residential property to prevent sleep disturbance. The proposed project would include a diesel-powered back-up emergency generator, HVAC, electrical, and plumbing equipment on the roof, which would generate operational noise. Rooftop mechanical equipment would be fully enclosed with vents or screened by 5- to 8-foot-tall parapets or screens. The HVAC systems as well as any noise-generating devices that may be associated with the residential uses would be required to meet the noise ordinance standards described above.

Impact Summary

In conclusion, with the required adherence to the noise ordinance limits in article 29 of the police code, construction and operational noise impacts would be less than significant. No mitigation measures are necessary.

Impact NO-2: The proposed project would not generate excessive groundborne vibration or groundborne noise levels. (*Less than Significant*)

Construction Vibration

Groundborne vibration from construction activities can produce detectable vibration at nearby buildings, infrastructure, and sensitive receptors. The main concern associated with construction-generated vibration from the proposed project is building damage.

Vibration intensity is expressed as peak particle velocity (PPV), the maximum speed at which the ground moves while it temporarily shakes. Because ground-shaking speeds are very slow, PPV is measured in inches

per second. This environmental analysis of construction vibration considers whether construction activities would result in building or utility damage.

Potential vibration-related impacts from construction are generally limited to the use of impact equipment such as pile drivers (impact and vibratory), hoe rams, and vibratory compactors. A structure’s susceptibility to vibration-induced damage depends upon its age, condition, its distance from the vibration source, its materials, and the vibration level. Vibration impacts to structures are usually significant if construction vibration could potentially result in damage or, in the case of a historic resource, materially impair the historic resource pursuant to CEQA Guidelines section 15064.5.

A construction vibration analysis was prepared for the proposed project.²⁷ The California Department of Transportation (Caltrans) Transportation and Construction Vibration Guidance Manual²⁸ sets vibration guidelines for potential damage to structures, as shown in **Table 6, Vibration Guidelines for Potential Damage to Structures**. The Caltrans guidelines indicate that a vibration level up to 0.25 in/sec in PPV is considered safe for buildings classified as “historic and some old buildings” from continuous/frequent intermittent sources.

Table 6 Vibration Guidelines for Potential Damage to Structures

Structure Type and Condition	Maximum Peak Particle Velocity (inches per second)	
	Transient Sources	Continuous/Frequent Intermittent Sources
Extremely fragile historic buildings	0.12	0.08
Fragile buildings	0.20	0.10
Historic and some old buildings	0.50	0.25
Older residential structures	0.50	0.30
New residential structures	1.0	0.50
Modern/industrial commercial buildings	2.0	0.50

Source: California Department of Transportation, April 2020. Transportation and Construction Vibration Guidance Manual, Table 19.

Note: Transient sources create a single isolated vibration event, such as blasting or drop balls. Continuous/frequent intermittent sources include impact pile drivers, pogo-stick compactors, crack-and-seat equipment, vibratory pile drivers, and vibratory compaction equipment.

Table 7, Construction Vibration, shows the PPV values at various distances for vibration-generating equipment anticipated to be used during construction of the proposed project.

²⁷ Wilson Ihrig, *Vibration Control Plan, The Village SF, 80 Julian Avenue, San Francisco, California, Case No. 2021-007313ENV*, September 12, 2022.

²⁸ California Department of Transportation (Caltrans), 2020. *Transportation and Construction Vibration Guidance Manual*. April, <https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/env/tcvgm-apr2020-a11y.pdf>, accessed May 25, 2022.

Table 7 Construction Vibration

Construction Vibration Source	Reference Vibration at 25 feet (in/sec PPV)	Vibration Level at Receptors During Nearest Construction Activities					
		1670 and 1672 15 th Street		1656 15 th Street		1684-1688 15 th Street	
		Distance (feet)	PPV (in/sec)	Distance (feet)	PPV (in/sec)	Distance (feet)	PPV (in/sec)
Caisson drilling (continuous source)	0.089	10	0.244	33	0.155	27	0.008
Small bulldozer (frequent intermittent source)	0.003	10	0.008	33	0.002	27	0.003

Source: Transit Noise and Vibration Impact Assessment Manual, Federal Transit Administration, September 2018.

Notes: PPV (in/sec) = peak particle velocity (inches per second). "Distance" indicate the distance between the building and the location where vibratory construction equipment would be used.

As shown in Table 7, construction vibration levels would not exceed the 0.25 in/sec criterion for historic and some old buildings at the adjacent buildings and would not be expected to damage these structures. Thus, construction vibration impacts would be less than significant, and no mitigation measures are necessary.

Operational Vibration

Operational vibration is generally caused by new rail or transit line projects (including above-ground line or underground-tunnels). The proposed project is a residential and community uses development that, upon completion of construction activities, would not generate vibration.

Impact C-NO-1. The proposed project, in combination with cumulative projects, would not result in a significant cumulative impact on noise. (Less than Significant)

Noise impacts are typically localized; there are no other cumulative projects within the project block. Additionally, all cumulative projects are required to comply with the noise ordinance, article 29 of the police code, which places limits on construction and operational noise. Furthermore, the proposed project’s 514 daily vehicle trips in combination with daily vehicle trips from cumulative projects would be dispersed along the local roadway network and therefore would not result in a significant cumulative traffic noise impact.

Vibration impacts are highly localized. Given that there are no other cumulative projects within the project block, the proposed project would not have the potential to combine with nearby projects to result in cumulative vibration impacts.

In summary, cumulative noise and vibration impacts would be less than significant, and no mitigation measures are required.

Topics:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact	Not Applicable
7. AIR QUALITY. Would the project:					
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal, state, or regional ambient air quality standard?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Overview

The Bay Area Air Quality Management District (air district) is the regional agency with jurisdiction over the nine-county San Francisco Bay Area Air Basin (air basin), which includes San Francisco, Alameda, Contra Costa, Marin, San Mateo, Santa Clara, and Napa Counties and portions of Sonoma and Solano Counties. The air district is responsible for attaining and maintaining air quality in the air basin within federal and state air quality standards, as established by the federal Clean Air Act and the California Clean Air Act, respectively. Specifically, the air district has the responsibility to monitor ambient air pollutant levels throughout the air basin and to develop and implement strategies to attain the applicable federal and state standards. The federal and state clean air acts require plans to be developed for areas that do not meet air quality standards, generally. The most recent air quality plan, the 2017 clean air plan, was adopted by the air district on April 19, 2017. The clean air plan updates the most recent Bay Area ozone plan, the 2010 clean air plan, in accordance with the requirements of the state Clean Air Act to implement all feasible measures to reduce ozone; provide a control strategy to reduce ozone, particulate matter, air toxics, and greenhouse gases in a single, integrated plan; and establish emission control measures to be adopted or implemented. The clean air plan contains the following primary goals:

- Protect air quality and health at the regional and local scale: attain all state and national air quality standards, and eliminate disparities among Bay Area communities in cancer health risk from toxic air contaminants; and
- Protect the climate: reduce Bay Area greenhouse gas emissions to 40 percent below 1990 levels by 2030 and 80 percent below 1990 levels by 2050.

The clean air plan represents the most current applicable air quality plan for the air basin. Consistency with this plan is the basis for determining whether the proposed project would conflict with or obstruct implementation of air quality plans (see checklist question E.7(a)).

Criteria Air Pollutants

In accordance with the state and federal Clean Air Acts, air pollutant standards are identified for the following six criteria air pollutants: ozone, carbon monoxide (CO), particulate matter (PM), nitrogen dioxide (NO₂), sulfur dioxide (SO₂), and lead. These air pollutants are termed criteria air pollutants because they are regulated by developing specific public health- and welfare-based criteria as the basis for setting permissible levels. The air basin is designated as either in attainment or unclassified for most criteria pollutants with the exception of ozone, PM_{2.5}, and PM₁₀,²⁹ for which these pollutants are designated as non-attainment for either the state or federal standards.³⁰ Ozone is a secondary air pollutant produced in the atmosphere through a complex series of photochemical reactions involving reactive organic gases (ROG) and oxides of nitrogen (NO_x).

By its very nature, regional air pollution is largely a cumulative impact in that no single project is sufficient in size to, by itself, result in non-attainment of air quality standards. Instead, a project's individual emissions contribute to existing cumulative air quality impacts. If a project's contribution to cumulative air quality impacts is considerable, then the project's impact on air quality would be considered significant. Land use projects typically result in ozone precursor and particulate matter emissions because of increases in vehicle trips, space heating and natural gas combustion, landscape maintenance, and construction activities. For this reason, the air district has established significance thresholds for non-attainment criteria air pollutants, as shown in **Table 8, Criteria Air Pollutant Significance Thresholds**.

Table 8 Criteria Air Pollutant Significance Thresholds

Pollutant	Construction Thresholds	Operational Thresholds	
	Average Daily Emissions (lbs./day)	Average Daily Emissions (lbs./day)	Maximum Annual Emissions (tons/year)
ROG	54	54	10
NO _x	54	54	10
PM ₁₀	82 (exhaust)	82	15
PM _{2.5}	54 (exhaust)	54	10
Fugitive Dust	Construction Dust Ordinance or other Best Management Practices	Not Applicable	

Source: California Environmental Quality Act Air Quality Guidelines, page 2-2. (Bay Area Air Quality Management District, May 2017).

The significance thresholds for ROG and NO_x are based on the stationary source limits in air district regulation 2, rule 2, which requires that any new source that emits criteria air pollutants above the ROG and NO_x emissions limit in Table 8 must offset those emissions. The significance thresholds for particulate matter

²⁹ PM₁₀ is often termed “coarse” particulate matter and is made of particulates that are 10 microns in diameter or smaller. PM_{2.5}, termed “fine” particulate matter, is composed of particles that are 2.5 microns or less in diameter.

³⁰ “Attainment” status refers to those regions that are meeting federal and/or state standards for a specified criteria pollutant. “Non-attainment” refers to regions that do not meet federal and/or state standards for a specified criteria pollutant. “Unclassified” refers to regions where there is not enough data to determine the region's attainment status for a specified criteria air pollutant.

are based on the emissions limit in the federal New Source Review for stationary sources in nonattainment areas. The air district's California Environmental Quality Act Air Quality Guidelines³¹ and supporting materials³² provide additional evidence to support these thresholds. Projects that would result in criteria air pollutant emissions below these significance thresholds would not result in a cumulatively considerable net increase in non-attainment criteria air pollutants within the air basin.³³ Due to the temporary nature of construction activities, only the average daily thresholds are applicable to construction phase emissions.

Fugitive Dust

Additionally, fugitive dust emissions are typically generated during construction phases. Studies have shown that the application of best management practices at construction sites significantly control fugitive dust and individual measures have been shown to reduce fugitive dust by anywhere from 30 to 90 percent.³⁴ The air district has identified a number of best management practices to control fugitive dust emissions from construction activities.³⁵ The city's Construction Dust Control Ordinance (Ordinance No.176-08, effective July 30, 2008) requires a number of measures to control fugitive dust and the best management practices employed in compliance with the city's construction dust control ordinance are an effective strategy for controlling construction-related fugitive dust.

Local Health Risks and Hazards

In addition to criteria air pollutants, individual projects may emit *toxic air contaminants* (TACs). TACs collectively refer to a diverse group of air pollutants that can cause chronic (i.e., of long duration) and acute (i.e., severe but short-term) adverse effects to human health, including carcinogenic effects. Human health effects of TACs include birth defects, neurological damage, cancer, and mortality. There are hundreds of different types of TACs with varying degrees of toxicity; at a given level of exposure, one TAC may pose a hazard that is many times greater than another.

Unlike criteria air pollutants, TACs do not have ambient air quality standards but are regulated by the air district using a risk-based approach to determine which sources and pollutants to control as well as the degree of control. A health risk assessment is an analysis in which human health exposure to toxic substances is estimated and considered together with information regarding the toxic potency of the substances, to provide quantitative estimates of health risks.³⁶ Exposures to fine particulate matter (PM2.5) are strongly associated with mortality, respiratory diseases, and decreased lung development in children,

³¹ Bay Area Air Quality Management District (air district), *California Environmental Quality Act Air Quality Guidelines*, May 2017. Available at: https://www.baaqmd.gov/~media/files/planning-and-research/ceqa/ceqa_guidelines_may2017-pdf.pdf?la=en. Accessed May 25, 2022.

³² Bay Area Air Quality Management District, *Revised Draft Options and Justification Report, California Environmental Quality Act Thresholds of Significance*, October 2009. Available at: <https://www.baaqmd.gov/~media/files/planning-and-research/ceqa/revised-draft-ceqa-thresholds-justification-report-oct-2009.pdf?la=en>. Accessed May 25, 2022.

³³ Bay Area Air Quality Management District, *CEQA Air Quality Guidelines*, May 2017.

³⁴ Western Regional Air Partnership. 2006. *WRAP Fugitive Dust Handbook*. September 7, 2006. This document is available online at http://www.wrapair.org/forums/dejf/fdh/content/FDHandbook_Rev_06.pdf, accessed May 25, 2022.

³⁵ Bay Area Air Quality Management District, *CEQA Air Quality Guidelines*, May 2017.

³⁶ In general, a health risk assessment is required if the air district concludes that projected emissions of a specific air toxic compound from a proposed new or modified source suggest a potential public health risk. The applicant is then subject to a health risk assessment for the source in question. Such an assessment generally evaluates chronic, long-term effects, estimating the increased risk of cancer as a result of exposure to one or more TACs.

and other endpoints such as hospitalization for cardiopulmonary disease.³⁷ In addition to PM2.5, diesel particulate matter (DPM) is also of concern. The California Air Resources Board (California air board) identified diesel particulate matter as a toxic air contaminant in 1998, primarily based on evidence demonstrating cancer effects in humans.³⁸ The estimated cancer risk from exposure to diesel exhaust is much higher than the risk associated with any other TAC routinely measured in the region.

Air pollution does not affect every individual in the population in the same way, and some groups are more sensitive to adverse health effects than others. Land uses such as residences, schools, children's day care centers, hospitals, and nursing and convalescent homes are considered to be the most sensitive to poor air quality because the population groups associated with these uses have increased susceptibility to respiratory distress or, as in the case of residential receptors, their exposure time is greater than that for other land uses. Therefore, these groups are referred to as sensitive receptors. Exposure assessment guidance typically assumes that residences would be exposed to air pollution 24 hours per day, 7 days a week, for 30 years.³⁹ Therefore, assessments of air pollutant exposure to residents typically result in the greatest adverse health outcomes of all population groups.

In an effort to identify areas of San Francisco most adversely affected by sources of TACs, San Francisco partnered with the air district to conduct a citywide health risk assessment based on an inventory and assessment of air pollution and exposures from mobile, stationary, and area sources within San Francisco. Areas with poor air quality, termed the *air pollutant exposure zone* were identified based on health-protective criteria that consider estimated cancer risk, exposures to fine particulate matter, proximity to freeways, and locations with particularly vulnerable populations, as further described below.

Excess Cancer Risk

The air pollutant exposure zone includes areas where modeled cancer risk exceeds 100 incidents per million persons exposed. This criterion is based on U.S. Environmental Protection Agency (EPA) guidance for conducting air toxic analyses and making risk management decisions at the facility and community-scale level.⁴⁰ The 100 per one million excess cancer cases is also consistent with the ambient cancer risk in the most pristine portions of the Bay Area based on air district regional modeling.⁴¹

Fine Particulate Matter

In April 2011, the EPA published Policy Assessment for the Particulate Matter Review of the National Ambient Air Quality Standards, "Particulate Matter Policy Assessment." In this document, EPA staff strongly support a

³⁷ 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 2008.

³⁸ California Air Resources Board, *Fact Sheet, The Toxic Air Contaminant Identification Process: Toxic Air Contaminant Emissions from Diesel-fueled Engines*, October 1998.

³⁹ California Office of Environmental Health Hazard Assessment, *Air Toxics Hot Spot Program Risk Assessment Guidelines*, February 2015. pages 4-44, 8-6.

⁴⁰ Bay Area Air Quality Management District, *Revised Draft Options and Justification Report, California Environmental Quality Act Thresholds of Significance*, October 2009, page 67.

⁴¹ Bay Area Air Quality Management District, *CEQA Air Quality Guidelines*, May 2017, page D-43.

PM_{2.5} standard within the range of 12 to 11 µg/m³.⁴² The air pollutant exposure zone for San Francisco is based on the health-protective PM_{2.5} standard of 11 µg/m³, as supported by the EPA's Policy Assessment for the Particulate Matter Review of the National Ambient Air Quality Standards, although lowered to 10 µg/m³ to account for uncertainty in accurately predicting air pollutant concentrations using emissions modeling programs.

Proximity to Freeways

According to the California air board, studies have shown an association between the proximity of sensitive land uses to freeways and a variety of respiratory symptoms, asthma exacerbations, and decreases in lung function in children. Siting sensitive uses near freeways increases both exposure to air pollution and the potential for adverse health effects. As evidence shows that sensitive uses in an area within a 500-foot buffer of any freeway are at an increased health risk from air pollution,⁴³ parcels that are within 500 feet of freeways are included in the air pollutant exposure zone.

Health Vulnerable Locations

Based on the air district's evaluation of health vulnerability in the Bay Area, those zip codes (94102, 94103, 94110, 94124, and 94130) in the worst quintile of Bay Area health vulnerability scores as a result of air pollution-related causes were afforded additional protection by lowering the standards for identifying parcels in the air pollutant exposure zone to: (1) an excess cancer risk greater than 90 per one million persons exposed, and/or (2) PM_{2.5} concentrations in excess of 9 µg/m³.⁴⁴

The above citywide health risk modeling is referenced in the Enhanced Ventilation Required for Urban Infill Sensitive Use Developments or Health Code, article 38 (Ordinance No. 224-14, effective December 8, 2014) (article 38). The purpose of article 38 is to protect the public health and welfare by establishing an air pollutant exposure zone and imposing an enhanced ventilation requirement for all urban infill sensitive use development within the zone. The project site is located within the air pollutant exposure zone, and Health Code article 38 applies to the proposed project. In addition, projects within the air pollutant exposure zone require special consideration to determine whether the project's activities would add a substantial amount of emissions to areas already adversely affected by poor air quality.

Impact Analysis

Impact AQ-1: The proposed project would not conflict with or obstruct implementation of the applicable air quality plan. (*Less than Significant*)

⁴² U.S. Environmental Protection Agency, *Policy Assessment for the Review of the Particulate Matter National Ambient Air Quality Standards*. April 2011. Available at: <https://www3.epa.gov/ttn/naaqs/standards/pm/data/20110419pmpafinal.pdf>. Accessed May 25, 2022.

⁴³ California Air Resources Board, *Air Quality and Land Use Handbook: A Community Health Perspective*. April 2005. Available online at: <http://www.arb.ca.gov/ch/landuse.htm>. Accessed May 25, 2022.

⁴⁴ San Francisco Planning Department and San Francisco Department of Public Health, *San Francisco Citywide Health Risk Assessment: Technical Support Documentation*. September 2020.

The most recently adopted air quality plan for the air basin is the air district's 2017 clean air plan.⁴⁵ The clean air plan is a road map that demonstrates how the San Francisco Bay Area will achieve compliance with the state ozone standards and how the region will reduce the transport of ozone and ozone precursors to neighboring air basins. In determining consistency with the clean air plan, this analysis considers whether the project would: (1) support the primary goals of the plan; (2) include applicable control measures from the plan; and (3) avoid disrupting or hindering implementation of control measures identified in the plan.

The primary goals of the clean air plan are to: (1) protect air quality and health at the regional and local scale; (2) eliminate disparities among Bay Area communities in cancer health risk from toxic air contaminants; and (3) protect the climate by reducing greenhouse gas emissions. To meet the primary goals, the plan recommends 85 specific control measures and actions. These control measures are grouped into various categories and include stationary and area source measures, mobile source measures, transportation control measures, land use measures, and energy and climate measures. To the extent that the air district has regulatory authority over an emissions source generated by the project, the control measures may be requirements of the proposed project. Other measures in the plan not within the air district's regulatory authority may be advisory or are otherwise not specifically applicable to land use development projects.

The clean air plan recognizes that to a great extent, community design dictates individual travel mode, and that a key long-term control strategy to reduce emissions of criteria pollutants, air toxics, and greenhouse gases from motor vehicles is to channel future Bay Area growth into vibrant urban communities where goods and services are close at hand, and people have a range of viable transportation options.

The control measures most applicable to the proposed project are transportation control measures and energy and climate control measures. The proposed project's impact with respect to greenhouse gases are discussed in Section E.8, Greenhouse Gas Emissions, which demonstrates that the proposed project would comply with the applicable provisions of the city's Greenhouse Gas Reduction Strategy.

The infill nature of the proposed project and high availability of viable transportation options ensure that residents, staff, and visitors could bicycle, walk, and ride transit to and from the project site instead of taking trips via private automobile. These features ensure that the project would avoid substantial growth in automobile trips and vehicle miles traveled. The proposed project's anticipated 514 daily vehicle trips would result in a negligible increase in air pollutant emissions. Transportation control measures that are identified in the clean air plan are implemented by the San Francisco General Plan and the planning code, for example, through the city's Transit First Policy, transportation demand management program requirements, and transit impact development fees. Compliance with these requirements would ensure the project includes relevant transportation control measures specified in the clean air plan. Therefore, the proposed project would include applicable control measures identified in the clean air plan to meet the plan's primary goals.

Examples of a project that could cause the disruption or delay of the clean air plan control measures are projects that would preclude the extension of a transit line or bike path, or projects that propose excessive parking beyond parking requirements. The proposed project would add approximately 21 residents and 337

⁴⁵ Bay Area Air Quality Management District, *Spare the Air Cool the Climate, Final 2017 Clean Air Plan*, April 2017. Available at: https://www.baaqmd.gov/~media/files/planning-and-research/plans/2017-clean-air-plan/attachment-a_-_proposed-final-cap-vol-1-pdf.pdf?la=en. Accessed May 25, 2022.

daily visitors to a dense, walkable urban area near a concentration of regional and local transit service. It would not preclude the extension of a transit line or a bike path or any other transit improvement and would not include any off-street parking. Thus, the proposed project would not disrupt or hinder implementation of the clean air plan's control measures.

For the reasons described above, the proposed project would not conflict with or obstruct implementation of the clean air plan and this impact would be less than significant, and no mitigation measures are required.

Impact AQ-2: The proposed project would not result in a cumulatively considerable net increase of any criteria pollutant for which the proposed project region is in non-attainment under an applicable federal, state, or regional ambient air quality standard. (*Less than Significant*)

Construction activities (short-term) typically result in emissions of ozone precursors and particulate matter in the form of dust (fugitive dust) and exhaust (e.g., vehicle tailpipe emissions). Emissions of ozone precursors and particulate matter are primarily a result of the combustion of fuel from on-road and off-road vehicles. However, ROGs are also emitted from activities that involve painting, other types of architectural coatings, or asphalt paving. The proposed project's construction activities involve the following phases: demolition, site preparation, grading, building construction, architectural coating and finishing, and paving. During the project's approximately 21-month construction period, construction activities would have the potential to result in emissions of ozone precursors and particulate matter, as discussed below.

Fugitive Dust

Project-related demolition, excavation, grading, and other construction activities may cause wind-blown dust that could contribute particulate matter into the local atmosphere. Depending on exposure, adverse health effects can occur due to this particulate matter in general and due to specific contaminants, such as lead or asbestos that may be constituents of soil. The current health burden of particulate matter demands that, where possible, public agencies take feasible available actions to reduce sources of particulate matter exposure.

In response, the San Francisco Board of Supervisors approved the Construction Dust Control Ordinance (Ordinance 176-08, effective July 30, 2008) with the intent of reducing the quantity of dust generated during site preparation, demolition, and construction work in order to protect the health of the general public and of onsite workers, minimize public nuisance complaints, and to avoid orders to stop work by the San Francisco Department of Building Inspection (building department).

The construction 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 the building department.⁴⁶

In compliance with the dust control ordinance, the project sponsor and contractor responsible for construction activities at the project site would be required to control construction dust on the site through a

⁴⁶ The director of the building department may waive this requirement for activities on sites less than one half-acre that are unlikely to result in any visible wind-blown dust.

combination of watering disturbed areas, covering stockpiled materials, street and sidewalk sweeping, and other measures. Compliance with the regulations and procedures set forth by the dust control ordinance would ensure that potential dust-related air quality impacts would be reduced to less than significant.

Criteria Air Pollutants

As discussed above, construction activities would result in emissions of criteria air pollutants from the use of off- and on-road vehicles and equipment and other construction activities. During operations, the proposed project would result in emissions of criteria air pollutants primarily from the combustion emissions generated by new vehicle trips as well as any diesel- or gasoline-fueled maintenance equipment that could be used on site. No on-site natural gas combustion is anticipated in accordance with the city's All-Electric New Construction ordinance, which prohibits the installation of natural gas infrastructure in new construction.⁴⁷

To assist lead agencies in determining whether construction or operational criteria air pollutant emissions require further analysis as to whether the project may exceed the criteria air pollutant significance thresholds shown in Table 8 above, the air district developed screening criteria.⁴⁸ If a proposed project meets the screening criteria, then the project would result in less-than-significant criteria air pollutant impacts. A project that exceeds the screening criteria may require a detailed air quality assessment to determine whether criteria air pollutant emissions would exceed significance thresholds. The *CEQA Air Quality Guidelines* note that the screening levels are generally representative of new development on greenfield⁴⁹ sites without any form of mitigation measures taken into consideration. In addition, the screening criteria do not account for project design features, attributes, or local development requirements that could also result in lower emissions. The proposed project would construct a new six-story-over-basement building containing 21 group housing units and 30,250 square feet of community facilities, and would involve approximately 5,200 cubic yards of excavation/soil disturbance. The size of proposed construction activities would be below the criteria air pollutant screening sizes for mid-rise residential land use (screening size = 240 dwelling units) and medical office building use (screening size = 277,000 square feet) and soil import/export (screening size = 10,000 cubic yards) identified in the air district's *CEQA Air Quality Guidelines*. Furthermore, the proposed project's uses would be below the operational criteria air pollutant screening sizes for mid-rise residential land use (screening size = 494 dwelling units) and medical office building use) screening size = 117,000 square feet. Thus, quantification of construction or operational criteria air pollutant emissions is not required, and the proposed project's construction activities would result in a less-than-significant criteria air pollutant impact. No mitigation measures are required.

Impact AQ-3: During project operations, the proposed project would result in emissions of criteria air pollutants, but not at levels that would result in a cumulatively considerable net increase in non-attainment criteria air pollutants. (*Less than Significant*)

⁴⁷ Applicable to buildings that apply for initial building permits on or after June 1, 2021. Available at <https://sfdbi.org/AllElectricNewConstructionOrdinance>, accessed May 25, 2022.

⁴⁸ Bay Area Air Quality Management District, *CEQA Air Quality Guidelines*, May 2017.

⁴⁹ A greenfield site refers to agricultural or forest land or an undeveloped site earmarked for commercial, residential, or industrial projects.

As discussed above in Impact AQ-2, the air district has developed screening criteria to determine whether a project requires an analysis of project-generated criteria air pollutants. If all the screening criteria are met by a proposed project, then the lead agency or applicant does not need to perform a detailed air quality assessment. The proposed project would be below the criteria air pollutant screening sizes for mid-rise residential land use, medical office building use, and soil import/export identified in the air district's *CEQA Air Quality Guidelines*. Thus, quantification of project-generated criteria air pollutant emissions is not required, the proposed project would not exceed any criteria air pollutant significance thresholds and would result in less-than-significant impact with respect to criteria air pollutants. No mitigation measures are required.

Impact AQ-4: The proposed project's construction and operational activities would generate toxic air contaminants, including diesel particulate matter, that would expose sensitive receptors to substantial pollutant concentrations. (Less than Significant with Mitigation)

As discussed above, the project site is located within an air pollutant exposure zone, therefore existing background health risks at the project site and vicinity are substantial. The proposed project would generate toxic air contaminants during construction from the use of diesel-powered construction equipment and during operations from toxic air contaminant emissions resulting from increased vehicle trips and the use of a diesel-powered generator. The construction and operational health risks from the proposed project's emissions are further analyzed below.

Construction Emissions

According to the California air board, off-road equipment, which includes construction equipment, was the third largest source of mobile particulate matter emissions in California in 2012, the latest year for which inventory data is available.⁵⁰

However, a number of federal and state regulations are requiring cleaner off-road equipment. Specifically, both the EPA and the California air board have set emissions standards for new off-road equipment engines, ranging from *Tier 1* to *Tier 4*. Tier 1 emission standards were phased in between 1996 and 2000 and Tier 4 Interim and Final emission standards for all new engines were phased in between 2008 and 2015. Although the full benefits of these regulations will not be realized for several years, the EPA estimates that by implementing the federal Tier 4 standards, NO_x and PM emissions will be reduced by more than 90 percent.⁵¹

In addition, construction activities do not lend themselves to analysis of long-term health risks because of their temporary and variable nature. As explained in the air district's *CEQA Air Quality Guidelines*:

Due to the variable nature of construction activity, the generation of TAC emissions in most cases would be temporary, especially considering the short amount of time such equipment is typically within an influential distance that would result in the exposure of sensitive receptors to substantial concentrations. Concentrations of mobile-source diesel PM emissions are typically reduced by 70

⁵⁰ California Air Resources Board, 2017, 2012 Base Year Emissions, Off-Road Sources, Available: https://www.arb.ca.gov/app/emsmv/2017/emssumcat_query.php?F_YR=2012&F_DIV=-4&F_SEASON=A&SP=SIP105ADJ&F_AREA=CA#8. Accessed May 25, 2022.

⁵¹ U.S. Environmental Protection Agency, *Clean Air Nonroad Diesel Rule: Fact Sheet*, May 2004.

percent at a distance of approximately 500 feet (California air board 2005). In addition, current models and methodologies for conducting health risk assessments are associated with longer-term exposure periods of 9, 40, and 70 years, which do not correlate well with the temporary and highly variable nature of construction activities. This results in difficulties with producing accurate estimates of health risk.⁵²

Therefore, project-level analyses of construction activities have a tendency to produce overestimated assessments of long-term health risks. However, within the air pollutant exposure zone, additional construction activity may adversely affect populations that are already at a higher risk for adverse long-term health risks from existing sources of air pollution.

Sensitive land uses near the project site include residential uses adjacent and to the north of the project site at 56 Julian Avenue, across Julian Avenue at 1880 Mission Street, and across Caledonia Street at 363 Valencia Street.

The proposed project would require construction activities for approximate 21 months, resulting in short-term emissions of diesel particulate matter and other TACs. The project site is located in an area that already experiences poor air quality, and project construction activities would generate additional air pollution, affecting nearby sensitive receptors, resulting in a significant impact. **Mitigation Measure M-AQ-4a: Clean Off-Road Construction Equipment** has been identified to reduce this impact.

Mitigation Measure M-AQ-4a: Clean Off-road Construction Equipment

The project sponsor shall comply with the following:

- A. Engine Requirements
 1. All off-road equipment greater than 25 hp and operating for more than 20 total hours over the entire duration of construction activities shall have engines that meet or exceed either U.S. Environmental Protection Agency (EPA) or California Air Resources Board (air board) Tier 4 Interim or Tier 4 Final off-road emission standards.
 2. Where access to alternative sources of power are available, portable diesel engines (e.g., generators) shall be prohibited.
 3. Diesel engines, whether for off-road or on-road equipment, shall not be left idling for more than two minutes, at any location, except as provided in exceptions to the applicable state regulations regarding idling for off-road and on-road equipment (e.g., traffic conditions, safe operating conditions). The contractor shall post legible and visible signs in English, Spanish, and Chinese, in designated queuing areas and at the construction site to remind operators of the two-minute idling limit.
 4. The project sponsor shall instruct construction workers and equipment operators on the maintenance and tuning of construction equipment and require that such workers and operators properly maintain and tune equipment in accordance with manufacturer specifications.

⁵² Bay Area Air Quality Management District, *CEQA Air Quality Guidelines*, May 2017, page 8-7.

B. Waivers

1. The planning department's environmental review officer or designee (ERO) may waive the alternative source of power requirement of Subsection (A)(2) if an alternative source of power is limited or infeasible at the project site. If the ERO grants the waiver, the contractor must submit documentation that the equipment used for onsite power generation meets the requirements of Subsection (A)(1).
2. The ERO may waive the equipment requirements of Subsection (A)(1) if: a particular piece of Tier 4 off-road equipment is technically not feasible; the equipment would not produce desired emissions reduction due to expected operating modes; or there is a compelling emergency need to use off-road equipment that is not Tier 4 compliant. If the ERO grants the waiver, the contractor must use the next cleanest piece of off-road equipment or another alternative that results in comparable reductions of diesel particulate matter.

C. Construction Emissions Minimization Plan

Before starting onsite construction activities, the contractor shall submit a construction emissions minimization plan (plan) to the ERO for review and approval. The plan shall state, in reasonable detail, how the contractor will meet the requirements of Section A.

1. The plan shall include estimates of the construction timeline by phase, with a description of each piece of off-road equipment required for every construction phase. The description may include, but is not limited to: equipment type, equipment manufacturer, equipment identification number, engine model year, engine certification (Tier rating), horsepower, engine serial number, and expected fuel use and hours of operation. For off-road equipment using alternative fuels, the description shall also specify the type of alternative fuel being used.
2. The project sponsor shall ensure that all applicable requirements of the plan have been incorporated into the contract specifications. The plan shall include a certification statement that the project sponsor agrees to comply fully with the plan.
3. The project sponsor shall make the plan available to the public for review on-site during working hours. The project sponsor shall post at the construction site a legible and visible sign summarizing the plan. The sign shall also state that the public may ask to inspect the plan for the project at any time during working hours and shall explain how to request to inspect the plan. The project sponsor shall post at least one copy of the sign in a visible location on each side of the construction site facing a public right-of-way.

D. Monitoring

After start of construction activities, the contractor shall submit reports every six months to the ERO documenting compliance with the plan. After completion of construction activities and prior to receiving a final certificate of occupancy, the project sponsor shall submit to the ERO a final report summarizing construction activities, including the start and end dates and duration of each construction phase, and the specific information required in the Plan.

While emission reductions from limiting idling, educating workers, and properly maintaining equipment are difficult to quantify, other measures, specifically the requirement for equipment with Tier 4 compliant

engines, can reduce construction emissions by 93 to 96 percent compared to equipment with engines meeting Tier 1 or Tier 2 emission standards.⁵³

Operational Emissions

The proposed project would generate new vehicle trips and the new building would include a 324-horsepower, 200 kilowatt generator back-up diesel emergency generator. Both the vehicle trips and the diesel generator would emit TACs.

The air district considers roads with less than 10,000 vehicles per day “minor low-impact sources,” stating that these sources “do not pose a significant health impact even in combination with other nearby sources. These determinations were made through extensive modeling, sources tests, and evaluation of their TAC emissions.”⁵⁴ Similarly, a project that generates fewer than 10,000 vehicles per day would be considered a minor, low-impact source of toxic air contaminants. The proposed project’s 514 daily vehicle trips would be well below this level and would be distributed among the local roadway network, therefore an assessment of project-generated TACs resulting from vehicle trips is not required, and the proposed project would not generate a substantial amount of TAC emissions that could affect nearby sensitive receptors.

However, because the project site is located in an area that already experiences poor air quality, the proposed diesel generator has the potential to expose sensitive receptors to substantial concentrations of diesel emissions, a known toxic air contaminant, resulting in a significant air quality impact. Implementation of Mitigation Measure M-AQ-4b: Clean Diesel Generators for Building Operations would apply to the proposed project.

Mitigation Measure M-AQ-4b: Clean Diesel Generators for Building Operations

All diesel generators shall have engines that meet EPA (1) Tier 4 Final or Tier 4 Interim emission standards, or (2) Tier 2 or Tier 3 emission standards and are equipped with a California air board level 3 Verified Diesel Emissions Control Strategy. For each new diesel generator submitted for the project, including any associated generator pads, engine and filter specifications shall be submitted to the ERO for review and approval prior to issuance of a permit for the generator from the San Francisco Department of Building Inspection. Once operational, all diesel generators and verified diesel emissions control strategy shall be maintained in good working order in perpetuity and any future replacement of the diesel generator, and level 3 verified diesel emissions control strategy shall be required to be consistent with these emissions specifications. The operator of the facility shall maintain records of the testing schedule for each diesel generator for the life of that diesel generator

⁵³ PM emissions benefits are estimated by comparing off-road PM emission standards for Tier 1 and Tier 2 with Tier 4 final emissions standards. Tier 1 PM emissions standards were established for equipment with 25- <50 horsepower and equipment with horsepower <175. Tier 1 emissions standards for these engines were compared against Tier 4 final emissions standards, resulting in a 96 percent reduction in PM. The EPA established PM standards for engines with horsepower between 50-<175 as part of the Tier 2 emission standards. For these engines Tier 2 emissions standards were compared against Tier 4 final emissions standards, resulting in between 93-95 percent reduction in PM.

⁵⁴ Bay Area Air Quality Management District, *Recommended Methods for Screening and Modeling Local Risks and Hazards*, page 12. May 2011. Available at <https://www.baaqmd.gov/~/media/Files/Planning%20and%20Research/CEQA/BAAQMD%20Modeling%20Approach.ashx>. Accessed May 25, 2022.

and provide this information for review to the ERO within three months of requesting such information.

Implementation of Mitigation Measure M-AQ-4b: Clean Diesel Generators for Building Operations would result in an approximate 96 percent reduction in diesel particulate matter compared to exhaust from generators without emissions controls.⁵⁵ Therefore, compliance with Mitigation Measure M-AQ-4b would reduce operational TAC emissions on nearby sensitive receptors to a less-than-significant level.

Siting Sensitive Land Uses

The proposed project would add new residential uses, which are considered sensitive land uses. For sensitive use projects within the air pollutant exposure zone, such as the proposed project, article 38 requires that the project sponsor submit an Enhanced Ventilation Proposal for approval by the San Francisco Department of Public Health that achieves protection from PM_{2.5} equivalent to that associated with a minimum efficiency reporting value 13 (MERV 13) filtration. The building department will not issue a building permit without written notification from the director of public health that the applicant has an approved enhanced ventilation proposal.

In compliance with article 38, the project sponsor has submitted an initial application to the health department.⁵⁶ The regulations and procedures set forth by article 38 would reduce exposure of sensitive receptors that may occupy the project site to substantial pollutant concentrations.

Impact Summary

In summary, with implementation of **Mitigation Measure M-AQ-4a: Clean Off-Road Construction Equipment** during project construction and **Mitigation Measure M-AQ-4b: Clean Diesel Generators for Building Operations** during project operation, the proposed project's toxic air contaminant emissions would be less than significant.

Impact AQ-5: The proposed project would not result in other emissions (such as those leading to odors) adversely affecting a substantial number of people. (*Less than Significant*)

Typical odor sources of concern include wastewater treatment plants, sanitary landfills, transfer stations, composting facilities, petroleum refineries, asphalt batch plants, chemical manufacturing facilities, fiberglass manufacturing facilities, auto body shops, rendering plants, and coffee roasting facilities. During construction, diesel exhaust from construction equipment would generate some odors. However, construction-related odors would be temporary and would not persist upon project completion. The proposed uses are not typical odor sources of concern and would not create a significant source of new odors. Therefore, the proposed project would not result in other emissions, such as odors, that could

⁵⁵ PM emission benefits are estimated for backup diesel generators by comparing PM emission standards for Tier 4 with Tier 1 in the 175 to 750 hp range. The PM emission factor change results in approximately a 96 percent reduction, from 0.4 g/bhp-hr to 0.015 g/bhp-hr.

⁵⁶ Jonathan Piakis, San Francisco Department of Public Health, email re confirmation of 80 Julian Avenue Article 38 enrollment, April 25, 2022.

adversely affect a substantial number of people and this impact would be less than significant, and no mitigation measures are required.

Impact C-AQ-1. The proposed project, in combination with cumulative projects, would result in a significant cumulative impact on air quality. (*Less than Significant with Mitigation*)

As discussed in the Air Quality Overview above, regional air pollution is by its very nature largely a cumulative impact. Emissions from past, present, and future projects contribute to the region's adverse air quality on a cumulative basis. No single project by itself would be sufficient in size to result in regional non-attainment of ambient air quality standards. Instead, a project's individual emissions contribute to existing cumulative adverse air quality impacts.⁵⁷ The project-level thresholds for criteria air pollutants are based on levels below which new sources are not anticipated to result in a considerable net increase in non-attainment criteria air pollutants. Therefore, a cumulative criteria air pollutant analysis is presented in Impact AQ-2.

As discussed under Impact AQ-4 above, the project site is in the air pollutant exposure zone and nearby sensitive receptors already experience poor air quality. This means significant air quality health risk impacts existing even without the proposed project. The proposed project and other cumulative projects listed in Table 2 and shown in Figure 2 would result in additional emissions of toxic air contaminants, such as diesel particulate matter emissions from construction equipment and operational vehicle trips and diesel generators.

The project would involve the use of construction equipment and a generator that emit diesel particulate matter. Therefore, the proposed project would result in a considerable contribution to significant cumulative health risks. This would be a significant cumulative impact, and **Mitigation Measure M-AQ-4a: Clean Off-Road Construction Equipment** and **Mitigation Measure M-AQ-4b: Clean Diesel Generators for Building Operations** would apply to the proposed project. Implementation of Mitigation Measures M-AQ-4a and M-AQ-4b would reduce the project's diesel particulate emissions and the project's contribution to cumulative health risk impacts to a less-than-significant level.

The proposed project and cumulative projects would generate some odors during construction, but odors would be temporary. Upon completion of construction activities cumulative projects combined with the proposed project would not generate substantial odors. Therefore, cumulative odor impacts would be considered less than significant.

⁵⁷ Bay Area Air Quality Management District, *CEQA Air Quality Guidelines*, May 2017, page 2-1.

Topics:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact	Not Applicable
8. GREENHOUSE GAS EMISSIONS. Would the project:					
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Greenhouse gas (GHG) emissions and global climate change represent cumulative impacts. GHG emissions cumulatively contribute to the significant adverse environmental impacts of global climate change. No single project could generate enough GHG emissions to noticeably change the global average temperature; instead, the combination of GHG emissions from past, present, and future projects have contributed and will continue to contribute to global climate change and its associated environmental impacts. For this reason, the analysis of the proposed project’s impact on climate change focuses on the project’s contribution to cumulatively significant GHG emissions and this section does not include an individual project-specific impact statement.

On April 20, 2022, the air district adopted updated GHG thresholds.⁵⁸ Consistent with CEQA Guidelines sections 15064.4 and 15183.5 which address the analysis and determination of significant impacts from a proposed project’s GHG emissions, the updated thresholds for land use projects, such as the proposed project, maintains the air district’s previous GHG threshold that allow projects that are consistent with a GHG reduction strategy to conclude that the project’s GHG impact is less than significant. The updated thresholds also include an alternative performance-based threshold; if a project meets all of the following criteria, the project would result in a less than significant GHG impact.⁵⁹

- Project does not include natural gas and would not result in wasteful, inefficient, or unnecessary energy use;
- Project would result in VMT per capita that is 15 percent below the regional average and meet the CalGreen Tier 2 off-street electric vehicle requirement.

San Francisco’s 2017 GHG Reduction Strategy Update⁶⁰ presents a comprehensive assessment of policies, programs, and ordinances that collectively represent San Francisco’s GHG reduction strategy in compliance

⁵⁸ Bay Area Air Quality Management District, CEQA Thresholds and Guidelines Update, available at <https://www.baaqmd.gov/plans-and-climate/california-environmental-quality-act-ceqa/updated-ceqa-guidelines>, accessed May 25, 2022.

⁵⁹ A project need only demonstrate compliance with one of the thresholds (consistency with a GHG reduction strategy or performance criteria) to find that the project’s GHG emissions are less than significant.

⁶⁰ San Francisco Planning Department, 2017 Greenhouse Gas Reduction Strategy Update, July 2017, available at <https://sfplanning.org/project/greenhouse-gas-reduction-strategies>, accessed May 25, 2022.

with the air district's guidelines and CEQA Guidelines. These GHG reduction actions have resulted in a 41 percent reduction in GHG emissions in 2019 compared to 1990 levels,⁶¹ which far exceeds the goal of 2020 GHG emissions equaling those in 1990 set in Executive Order S-3-05⁶² and the California Global Warming Solutions Act.⁶³ The city has also met and exceeded the 2030 target of 40 percent reduction below 1990 levels set in the California Global Warming Solutions Act of 2016⁶⁴ and the air district's 2017 Clean Air Plan⁶⁵ more than 10 years before the target date.

San Francisco's GHG reduction goals, updated in July 2021 by ordinance 117-02,⁶⁶ are consistent with, or more aggressive than, the long-term goals established under executive orders S-3-05,⁶⁷ B-30-15,⁶⁸ and B-55-18,⁶⁹ and the California Global Warming Solutions Act of 2016.⁷⁰ The updated GHG ordinance demonstrates the city's commitment to continued GHG reductions by establishing targets for 2030, 2040, and 2050 and setting other critical sustainability goals. In particular, the updated ordinance sets a goal to reach net-zero sector-based GHG emissions by 2040 and sequester any residual emissions using nature-based solutions.⁷¹ Thus, the city's GHG reduction goal is consistent with the state's long-term goal of reaching carbon neutrality by 2045. The updated GHG ordinance requires the San Francisco Department of the Environment to prepare

⁶¹ San Francisco Department of the Environment, *San Francisco's 2019 Carbon Footprint*. Available at <https://sfenvironment.org/carbonfootprint>, accessed May 13, 2022.

⁶² Office of the Governor, Executive Order S-3-05, June 1, 2005, available at <https://www.library.ca.gov/wp-content/uploads/GovernmentPublications/executive-order-proclamation/5129-5130.pdf>, accessed May 25, 2022.

⁶³ California Legislative Information, Assembly Bill 32, September 27, 2006, available at http://www.leginfo.ca.gov/pub/05-06/bill/asm/ab_0001-0050/ab_32_bill_20060927_chaptered.pdf, accessed May 25, 2022.

⁶⁴ California Legislative Information, Senate Bill 32, September 8, 2016. Available at https://leginfo.legislature.ca.gov/faces/billPdf.xhtml?bill_id=201520160SB32&version=20150SB3288CHP, accessed May 25, 2022.

⁶⁵ Bay Area Air Quality Management District. 2017. Clean Air Plan. September 2017, available: <http://www.baaqmd.gov/plans-and-climate/air-quality-plans/current-plans>, accessed May 25, 2022.

⁶⁶ San Francisco Board of Supervisors. *Ordinance No. 117-21, File No. 210563*. July 20, 2021, available at <https://sfbos.org/sites/default/files/o0117-21.pdf>, accessed: May 25, 2022. San Francisco's GHG reduction goals are codified in section 902(a) of the Environment Code and include the following goals: (1) by 2030, a reduction in sector-based GHG emissions of at least 61 percent below 1990 levels; (2) by 2030, a reduction in consumption-based GHG emissions equivalent to a 40 percent reduction compared to 1990 levels; (3) by 2040, achievement of net zero sector-based GHG emissions by reducing such emissions by at least 90 percent compared to 1990 levels and sequestering any residual emissions; and (4) by 2050, a reduction in consumption-based GHG emissions equivalent to an 80 percent reduction compared to 1990 levels.

⁶⁷ Executive Order S-3-05 sets forth a goal of an 80 percent reduction in GHG emissions by 2050. San Francisco's goal of net zero sector-based emissions by 2040 requires a greater reduction of GHG emissions.

⁶⁸ Office of the Governor, *Executive Order B-30-15*, April 29, 2015, available at <https://www.ca.gov/archive/gov39/2015/04/29/news18938/>, accessed May 25, 2022. Executive Order B-30-15 sets a state GHG emissions reduction goal of 40 percent below 1990 levels by 2030. San Francisco's 2030 sector based GHG reduction goal of 61 percent below 1990 levels requires a greater reduction of GHG emissions.

⁶⁹ Office of the Governor, *Executive Order B-55-18*, September 18, 2018, available at <https://www.ca.gov/archive/gov39/wp-content/uploads/2018/09/9.10.18-Executive-Order.pdf>, accessed May 25, 2022. Executive Order B-55-18 establishes a statewide goal of achieving carbon neutrality as soon as possible, but no later than 2045, and achieving and maintaining net negative emissions thereafter. San Francisco's goal of net zero sector-based emissions by 2040 is a similar goal but requires achievement of the target five years earlier.

⁷⁰ Senate Bill 32 amends California Health and Safety Code Division 25.5 (also known as the California Global Warming Solutions Act of 2006) by adding Section 38566, which directs that statewide greenhouse gas emissions be reduced by 40 percent below 1990 levels by 2030. San Francisco's 2030 sector-based GHG reduction goal of 61 percent below 1990 levels requires a greater reduction of GHG emissions.

⁷¹ Nature-based solutions are those that remove remaining emissions from the atmosphere by storing them in natural systems that support soil fertility or employing other carbon farming practices.

and submit to the mayor a climate action plan (CAP) by December 31, 2021. The CAP, which was released on December 8, 2021, and will be updated every five years, carries forward the efforts of the city's previous CAPs and charts a path toward meeting the GHG commitments of the Paris Agreement (e.g., limit global warming to 1.5 degrees Celsius) as well as the reduction targets adopted in the GHG ordinance.

In summary, the CEQA Guidelines and air district- adopted GHG thresholds allow projects consistent with an adopted GHG reduction strategy to determine a less than significant GHG impact. San Francisco has a GHG reduction strategy that is consistent with near and long-term state and regional GHG reduction goals and is effective because the city has demonstrated its ability to meet state and regional GHG goals in advance of target dates. Therefore, projects that are consistent with San Francisco's GHG reduction strategy would not result in GHG emissions that would have a significant effect on the environment, and would not conflict with state, regional, or local GHG reduction plans and regulations.

Impact C-GG-1: The proposed project would generate greenhouse gas emissions, but not at levels that would result in a significant impact on the environment or conflict with any policy, plan, or regulation adopted for the purpose of reducing greenhouse gas emissions. (*Less than Significant*)

The proposed project would increase the intensity of the use of the site by constructing a new six-story building containing 21 group housing units and approximately 30,250 square feet of community facilities.

Thus, the proposed project would contribute to the cumulative effects of climate change by directly or indirectly emitting GHGs during construction and operation. Direct operational effects from the proposed project include the GHG emissions from new vehicle trips and a stationary source (backup diesel generator). Indirect effects include the GHG emissions from electricity providers, including the generation of the energy required to pump, treat, and convey water; other GHG emissions are associated with waste removal, waste disposal, and landfill operations.

The proposed project would be subject to regulations adopted to reduce GHG emissions as identified in the GHG reduction strategy and demonstrated in the GHG checklist completed for the proposed project.⁷² For example, the project would meet the requirements listed in the GHG checklist, which include the all-electric building ordinance, green building requirements for energy efficiency, water use reduction, and renewable energy use, light pollution reduction, and street tree planting. In addition, the proposed project would comply with regulations that would reduce the project's GHG emissions related to waste reduction through recycling and composting, construction and demolition debris recycling and recovery, construction site runoff pollution prevention, stormwater management, and the use of low-emitting building materials. As discussed above, these regulations have proved effective as San Francisco has reduced its GHG emissions by 41 percent below 1990 levels, which far exceed statewide and regional 2020 GHG reduction targets. Furthermore, the city's GHG emission reductions in 2019 also met statewide and regional 2030 targets more than 10 years in advance of the target year. Therefore, because the proposed project would be subject to regulations adopted to reduce GHG emissions, the proposed project would be consistent with San Francisco's GHG reduction strategy and would not generate significant GHG emissions or conflict with state, regional, and local GHG reduction plans and regulations.

⁷² San Francisco Planning Department, *Greenhouse Gas Analysis: Compliance Checklist for 80 Julian Avenue*, April 12, 2022.

The proposed project also meets the air district’s performance based GHG threshold. As demonstrated in the GHG checklist for the proposed project, the project does not include natural gas infrastructure. Furthermore, as discussed in Topic E.5, Transportation, the proposed project would be located in a VMT-efficient area where VMT per capita is more than 15 percent below the regional average. Lastly, as discussed in Topic E.19, Energy, the proposed project would not result in a wasteful, inefficient, or unnecessary use of energy.

Therefore, because the proposed project would be consistent with the City’s GHG reduction strategy as well as the air district’s performance criteria related to GHGs, it would also be consistent with the GHG reduction goals of executive orders S-3-05, B-30-15, and B-55-18, the California Global Warming Solutions Act of 2016, and the clean air plan, would not conflict with these plans. As such, the proposed project impact would be less than significant with respect to GHG emissions, and no mitigation measures are required.

Topics:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact	Not Applicable
9. WIND. Would the project:					
a) Create wind hazards in publicly accessible areas of substantial pedestrian use?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Impact WI-1: The proposed project would not create wind hazards in publicly accessible areas of substantial pedestrian use. (Less than Significant)

A proposed project’s wind impact is directly related to its height, directional orientation, design, location, and surrounding development context. Based on wind analyses for other development projects in San Francisco, a building that does not exceed a height of 85 feet generally has little potential to cause substantial changes to ground-level wind conditions. The proposed building is 79 feet tall and would include 15-foot-tall elevator and stair/mechanical penthouses extending above the roofline, for a maximum height of 94 feet.

There are two four-story buildings (1684-1688 15th Street and 363 Valencia Street) on the west side of Caledonia Street across from the project site. These buildings are tall enough that they would slow prevailing winds from the westerly directions before they reach the proposed building and would reduce the proposed building’s potential for intercepting prevailing winds and redirecting them down to the sidewalk. Although the elevator and stair/mechanical penthouses would extend above the roofline up to a maximum height of 94 feet, these features have small footprints and are set back from the western edge of the roof. Any prevailing winds that are intercepted by these features would be redirected onto the roof of the proposed building instead of reaching the Caledonia Street sidewalk below. Given its height and surrounding development context, the proposed project would not cause substantial changes to ground-level wind conditions at and near the project site. For these reasons, the proposed project would not create wind hazards in publicly accessible areas of substantial pedestrian use and this impact would be less than significant. No mitigation measures are required.

Impact C-WI-1: The proposed project, combined with cumulative projects, would not result in significant cumulative impacts related to wind. (Less than Significant)

Of the cumulative development projects listed in Table 2 and shown on Figure 2, 1721 15th Street is the closest to the project site (0.1 mile southwest). At a proposed height of 65 feet, this cumulative project has little potential to cause substantial changes to ground-level wind conditions. In addition, the presence of intervening multi-story buildings between 1721 15th Street and the proposed project would prevent the two projects from interacting with each other to affect ground-level wind conditions. The other cumulative projects are either too short or too far away from the project site to combine with the proposed project to create wind hazards in publicly accessible areas of substantial pedestrian use. For this reason, the proposed project would not combine with cumulative projects in the project vicinity to create a significant cumulative wind impact. No mitigation measures are required.

Topics:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact	Not Applicable
10. SHADOW. Would the project:					
a) Create new shadow that substantially and adversely affects the use and enjoyment of publicly accessible open spaces?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Impact SH-1: The proposed project would not create new shadow that substantially and adversely affects the use and enjoyment of publicly accessible open spaces. (Less than Significant)

In 1984, San Francisco voters approved an initiative known as “Proposition K, The Sunlight Ordinance,” which was codified as Planning Code section 295 in 1985. Planning Code section 295 generally prohibits new structures above 40 feet in height that would cast additional shadows on open space that is under the jurisdiction of the San Francisco Recreation and Park Commission between one hour after sunrise and one hour before sunset, at any time of the year, unless that shadow would not result in a significant adverse effect on the use of the open space. Public open spaces that are not under the jurisdiction of the recreation and park commission and private open spaces are not subject to Planning Code section 295.

The nearest public open space to the project site is Kid Power Park, (45 Hoff Street), two blocks (0.2 mile) south of the project site. The proposed project would include a building greater than 40 feet in height; therefore, the planning department prepared a preliminary shadow fan to determine whether the project would have the potential to cast new shadow on nearby parks.⁷³ The shadow fan, which evaluates a building

⁷³ San Francisco Planning Department, Preliminary Shadow Fan Analysis: 80 Julian Avenue, September 29, 2021.

at 95 feet in height, indicates that the proposed project would not cast any new shadows on any public open space.

The proposed project would cast new shadow on sidewalks in the vicinity of the project site. New shadow would be generally transitory in nature and would not substantially affect the function of sidewalks, which are used primarily as pedestrian walkways and not as places for extended periods of stationary activity. Therefore, this impact would be less than significant, and no mitigation measures are required.

Impact C-SH-1: The proposed project, combined with cumulative projects, would not result in significant cumulative impacts related to shadow. (Less than Significant)

As discussed above, the proposed project would not cast any new shadows onto parks or public open spaces. Therefore, the proposed project would not have the potential to combine with cumulative development projects to create or contribute to a cumulative shadow impact on public open spaces. Cumulative projects identified in Table 2 and shown in Figure 2, would cast new shadow onto surrounding sidewalks and streets in the project vicinity; however, shadow from the proposed project and cumulative projects would not be above levels common for San Francisco’s urban environment. Therefore, this impact would be less than significant, and no mitigation measures are required.

Topics:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact	Not Applicable
11. 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"/>

Impact RE-1: The proposed project would increase the use of existing neighborhood and regional parks and other recreational facilities, but not to such an extent that substantial physical deterioration of the facilities would occur or be accelerated. (Less than Significant)

Implementation of the proposed project would add approximately 21 residents and 40 employees to the project site. The proposed project would include recreational facilities in the basement and second floors, serving about 15 children per day during the school year and 30 children per day during the summer.

The new residents of the proposed project would be served by the San Francisco Recreation and Parks Department, which administers more than 220 parks, playgrounds, and open spaces throughout the city, as well as recreational facilities including recreation centers, swimming pools, golf courses, and athletic fields, tennis courts, and basketball courts.⁷⁴ In 2003, voters passed Proposition C, which mandated the evaluation of park maintenance at city parks. The recreation and parks department conducts quarterly maintenance evaluations at each city park to identify and address maintenance standards and schedules to improve park conditions and allocate resources as necessary.

The nearest park is Kid Power Park at 45 Hoff Street, two blocks (0.2 mile) south of the project site. Dolores Park is 0.7 mile southwest of the project site; Duboce Park is 0.8 mile west of project site; and In Chan Kaajal Park at 17th and Folsom streets is 0.7 mile to the southeast of the project site.

The increased demand on recreational facilities from approximately 21 new residents would be negligible, considering the number of people living and working in San Francisco and the number of existing and planned recreational facilities. In addition, the proposed project includes recreational facilities for the American Indian community, including an outdoor play area and an indoor basketball court. For these reasons, implementation of the proposed project would not increase the use of existing recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated, and this impact would be less than significant. No mitigation measures are required.

Impact RE-2: The proposed project would not include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment. (Less than Significant)

As discussed under Impact RE-1, the increase in recreational facility use as a result of the proposed project would be negligible. Therefore, the proposed project would not require the construction or expansion of recreational facilities, and this impact would be less than significant and no mitigation measures are required.

Impact C-RE-1: The proposed project, combined with cumulative projects, would not result in significant cumulative impacts related to recreation. (Less than Significant)

Cumulative development in the project vicinity, as identified in Table 2 and shown in Figure 2, would result in an intensification of land uses and a cumulative increase in the demand for recreational facilities and resources. The city has accounted for such growth as part of the recreation and open space element of the general plan. In addition, San Francisco voters passed three bond measures, in 2008, 2012, and 2020, to fund the acquisition, planning, and renovation of the city's network of recreational resources. As discussed above under Impact RE-1, the proposed project includes on-site recreational facilities for the American Indian community. In addition, there are numerous neighborhood parks located within several blocks of the project site. It is expected that these existing recreational facilities would be able to accommodate the increase in demand for recreational resources generated by nearby cumulative development projects. For these reasons, the proposed project would not combine with cumulative projects in the project vicinity to create a

⁷⁴ San Francisco Recreation and Parks Department. Available at sfrecpark.org. Accessed November 2020.

significant cumulative impact on recreational facilities or resources. Therefore, this impact would be less than significant, and no mitigation measures are required.

Topics:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact	Not Applicable
12. UTILITIES AND SERVICE SYSTEMS. Would the project:					
a) Require or result in the relocation or construction of new or expanded, water, wastewater treatment, or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a determination by the wastewater treatment provider which serves or may 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"/>
d) Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Impact UT-1: The proposed project would not require or result in the relocation or construction of new or expanded, water, wastewater treatment, or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects. (*Less than Significant*)

Most of San Francisco, including the project site, is served by a combined wastewater system. Under such a system, sewage and stormwater flows are captured by a single collection system and the combined flows are treated through the same wastewater treatment plants. The San Francisco Public Utilities Commission (SFPUC) provides and operates water supply and wastewater treatment facilities for the city. Pacific Gas and Electric Company (PG&E) provides electricity and natural gas to the city, and various private companies provide telecommunications facilities.

Implementation of the proposed project would add approximately 21 residents and 337 daily visitors to the site and thereby incrementally increase wastewater flows from the project site. The proposed project would incorporate water-efficient fixtures, as required by Title 24 of the California Code of Regulations and the San Francisco Green Building Ordinance. Compliance with these regulations would reduce wastewater flows by reducing the amount of water used for building functions. The SFPUC's infrastructure capacity plans account for projected population and employment growth. The incorporation of water-efficient fixtures into new development is also accounted for by the SFPUC because widespread adoption can lead to more efficient use of existing capacity. For these reasons, the population increase associated with the proposed project would not require the construction of new or expansion of existing wastewater treatment facilities.

The proposed project would result in an increase of impervious surfaces because the 6,808-square-foot project site is mostly unpaved, and the proposed building footprint would cover the majority of the site. Therefore, the project would have the potential to increase stormwater runoff from the project site. The proposed project is defined in section 147.2 of the San Francisco Public Works Code as a large development project (over 5,000 square feet of impervious surface) in a combined sewer area. In compliance with the San Francisco Stormwater Management Ordinance, the project would include a rooftop garden as a stormwater management device.⁷⁵ While the project would increase the amount of stormwater runoff, it would not result in an increase that would necessitate new stormwater facilities or expansion of existing facilities.

The project site is located in an urban environment and is currently served by existing utilities. The project would result in an incremental increase in the demand for electricity and telecommunications, which is not in excess of amounts expected and provided for in the project area by utility service providers.⁷⁶ As discussed in Impact UT-2 below, the proposed project would result in an incremental increase in the demand for water but would not itself result in the need for the construction of new or expanded water treatment facilities or delivery infrastructure.

For these reasons, the utilities demand associated with the proposed project would not exceed the service capacity of the existing providers and would not require the construction of new facilities or expansion of existing facilities. Therefore, this impact would be less than significant, and no mitigation measures are required.

Impact UT-2: The proposed project would have sufficient water supplies available to serve the proposed project and reasonably foreseeable future development during normal, dry, and multiple dry years. (*Less than Significant*)

The SFPUC adopted the 2020 Urban Water Management Plan (2020 plan) in June 2021.⁷⁷ The 2020 plan estimates that current and projected water supplies will be sufficient to meet future demand for retail

⁷⁵ City and County of San Francisco, *Stormwater Management Requirements and Design Guidelines*, May 2016, https://sfpuc.org/sites/default/files/documents/SMR_DesignGuide_May2016.pdf, accessed March 3, 2022.

⁷⁶ Natural gas would not be used because the project would comply with the all-electric new construction ordinance.

⁷⁷ SFPUC, *2020 Urban Water Management Plan for the City and County of San Francisco*, adopted June 11, 2021, <https://www.sfpuc.org/about-us/policies-plans/urban-water-management-plan>, accessed May 18, 2022.

water⁷⁸ customers through 2045 under wet- and normal-year conditions; however, in dry years, the SFPUC would implement water use and supply reductions through its water shortage contingency plan and a corresponding retail water shortage allocation plan.⁷⁹

In December 2018, the State Water Resources Control Board (state water board) adopted amendments to the water quality control plan for the San Francisco Bay/Sacramento-San Joaquin Delta Estuary, which establishes water quality objectives to maintain the health of our rivers and the Bay-Delta ecosystem (the Bay-Delta Plan Amendment).⁸⁰ The state water board has indicated that it intends to implement the Bay-Delta Plan Amendment by the year 2022, assuming all required approvals are obtained by that time. Implementation of the Bay-Delta Plan Amendment would result in a substantial reduction in the SFPUC's water supplies from the Tuolumne River watershed during dry years, requiring rationing to a greater degree in San Francisco than previously anticipated to address supply shortages.

Implementation of the Bay-Delta Plan Amendment is uncertain for several reasons, and whether, when, and the form in which the Bay-Delta Plan Amendment would be implemented, and how those amendments could affect SFPUC's water supply, is currently unknown. In acknowledgment of these uncertainties, the 2020 plan presents future supply scenarios both with and without the Bay-Delta Plan Amendment, as follows:

1. Without implementation of the Bay-Delta Plan Amendment wherein the water supply and demand assumptions contained in Section 8.4 of the 2020 plan would be applicable.
2. With implementation of a voluntary agreement between the SFPUC and the state water board that would include a combination of flow and non-flow measures that are designed to benefit fisheries at a lower water cost, particularly during multiple dry years, than would occur under the Bay-Delta Plan Amendment.
3. With implementation of the Bay-Delta Plan Amendment as adopted, wherein the water supply and demand assumptions contained in Section 8.3 of the 2020 plan would be applicable

Water supply shortfalls during dry years would be lowest without implementation and highest with implementation of the Bay-Delta Plan Amendment. Shortfalls under the proposed voluntary agreement would be between those with and without implementation of the Bay-Delta Plan Amendment.⁸¹

⁷⁸ “Retail” demand represents water the SFPUC provides to individual customers within San Francisco. “Wholesale” demand represents water the SFPUC provides to other water agencies supplying other jurisdictions.

⁷⁹ SFPUC, *2020 Urban Water Management Plan for the City and County of San Francisco, op cit., Appendix K – Water Shortage Contingency Plan*.

⁸⁰ State Water Resources Control Board, *Resolution No. 2018-0059, Adoption of Amendments to the Water Quality Control Plan for the San Francisco Bay/Sacramento-San Joaquin Delta Estuary and Final Substitute Environmental Document*, December 12, 2018, https://www.waterboards.ca.gov/plans_policies/docs/2018wqcp.pdf, accessed May 25, 2022.

⁸¹ On March 26, 2019, the SFPUC adopted Resolution No. 19-0057 to support its participation in the voluntary agreement negotiation process. To date, those negotiations are ongoing under the California Natural Resources Agency. The SFPUC submitted a proposed project description that could be the basis for a voluntary agreement to the state water board on March 1, 2019. As the proposed voluntary agreement has yet to be accepted by the state water board as an alternative to the Bay-Delta Plan Amendment, the shortages that would occur with its implementation are not known with certainty; however, if accepted, the voluntary agreement would result in dry year shortfalls of a lesser magnitude than under the Bay-Delta Plan Amendment.

Under these three scenarios, the SFPUC would have adequate water to meet demand in San Francisco through 2045 in wet and normal years.⁸² Without implementation of the Bay-Delta Plan Amendment, water supplies would be available to meet demand in all years except for a 4.0 million gallons per day (5.3 percent) shortfall in years four and five of a multiple year drought based on 2045 demand.

With implementation of the Bay-Delta Plan Amendment, shortfalls would range from 11.2 million gallons per day (15.9 percent) in a single dry year to 19.2 million gallons per day (27.2 percent) in years two through five of a multiple-year drought based on 2025 demand levels, and from 20.5 million gallons per day (25.4 percent) in a single dry year to 28.5 million gallons per day (35.4 percent) in years four and five of a multiple-year drought based on 2045 demand levels.

Under sections 10910 through 10915 of the California Water Code, urban water suppliers like the SFPUC must prepare water supply assessments for certain large “water demand” projects, as defined in CEQA Guidelines section 15155.⁸³ The proposed project would result in 57 new residential units; as such it does not qualify as a “water-demand” project as defined by CEQA Guidelines section 15155(a)(1), and a water supply assessment is not required and has not been prepared for the project. The following discussion considers the potential water supply impacts for projects – such as the proposed project – that do not qualify as “water-demand” projects.

No single development project alone in San Francisco would require the development of new or expanded water supply facilities or require the SFPUC to take other actions, such as imposing a higher level of rationing across the city in the event of a supply shortage in dry years. Therefore, a separate project-only analysis is not provided for this topic. The following analysis instead considers whether the proposed project in combination with both existing development and projected growth through 2045 would require new or expanded water supply facilities, the construction or relocation of which could have significant impacts on the environment that were not identified in the PEIR. It also considers whether a high level of rationing would be required that could have significant cumulative impacts. It is only under this cumulative context that development in San Francisco could have the potential to require new or expanded water supply facilities or require the SFPUC to take other actions, which in turn could result in significant physical

⁸² Based on historic records of hydrology and reservoir inflow from 1920 to 2017, current delivery and flow obligations, and fully implemented infrastructure under the 2018 Phased Water System Improvement Program Variant, normal or wet years occurred 85 out of 97 years. This translates into roughly nine normal or wet years out of every 10 years. Conversely, system-wide rationing is required roughly one out of every 10 years. This frequency is expected to increase as climate change intensifies.

⁸³ Pursuant to CEQA Guidelines section 15155(1), “a water-demand project” means:

- (A) A residential development of more than 500 dwelling units.
- (B) A shopping center or business establishment employing more than 1,000 persons or having more than 500,000 square feet of floor space.
- (C) A commercial office building employing more than 1,000 persons or having more than 250,000 square feet of floor area.
- (D) A hotel or motel, or both, having more than 500 rooms, (e) an industrial, manufacturing, or processing plant, or industrial park planned to house more than 1,000 persons, occupying more than 40 acres of land, or having more than 650,000 square feet of floor area.
- (F) a mixed-use project that includes one or more of the projects specified in subdivisions (a)(1)(A), (a)(1)(B), (a)(1)(C), (a)(1)(D), (a)(1)(E), and (a)(1)(G) of this section.
- (G) A project that would demand an amount of water equivalent to, or greater than, the amount of water required by a 500 dwelling unit project.

environmental impacts related to water supply. If significant cumulative impacts could result, then the analysis considers whether the project would make a considerable contribution to the cumulative impact.

Based on guidance from the California Department of Water Resources and a citywide demand analysis, the SFPUC has established 50,000 gallons per day as the maximum water demand for projects that do not meet the definitions provided in CEQA Guidelines section 15155(a)(1).⁸⁴ The development proposed by the project would represent 4 percent of the 500-unit and 6 percent of the 500,000 square feet of commercial space provided in section 15155(a)(1)(A). In addition, the proposed project would incorporate water-efficient fixtures as required by Title 24 of the California Code of Regulations and the city's Green Building Ordinance. It is therefore reasonable to assume that the proposed project would result in an average daily demand of substantially less than 50,000 gallons per day of water.

Assuming the project would demand no more than 50,000 gallons of water per day, its water demand would represent a small fraction of the total projected demand, ranging at most from 0.07 to 0.06 percent between 2025 and 2045. As such, the project's water demand would not require or result in the relocation or construction of new or expanded water facilities the construction or relocation of which could cause significant environmental effects.

Sufficient water supplies are available to serve the proposed project and reasonably foreseeable future development in normal, dry, and multiple dry years unless the Bay-Delta Plan Amendment is implemented. As indicated above, the proposed project's maximum demand would represent less than 0.06 percent of the total demand in 2045 when the retail supply shortfall projected to occur with implementation of the Bay-Delta Plan Amendment would be up to 35.4 percent in a multi-year drought. The SFPUC has indicated that it is accelerating its efforts to develop additional water supplies and to explore other projects that would improve overall water supply resilience through an alternative water supply program. The SFPUC has taken action to fund the study of additional water supply projects, but it has not determined the feasibility of the possible projects and has determined that the identified potential projects would take anywhere from 10 to 30 years or more to implement. The potential impacts that could result from the construction and/or operation of any such water supply facility projects cannot be identified at this time. In any event, under such a worst-case scenario, the demand for the SFPUC to develop new or expanded dry-year water supplies would exist regardless of whether or not the proposed project is constructed.

Given the long lead times associated with developing additional water supplies, in the event the Bay-Delta Plan Amendment were to take effect sometime after 2022 and result in a dry-year shortfall, the expected action of the SFPUC for the next 10 to 30 years (or more) would be limited to requiring increased rationing. The SFPUC has established a process through its retail water shortage allocation plan for actions it would take under circumstances requiring rationing. The level of rationing that would be required of the proposed project is unknown at this time. Both direct and indirect environmental impacts could result from high levels of rationing. However, the small increase in potable water demand attributable to the project compared to citywide demand would not substantially affect the levels of dry-year rationing that would otherwise be required throughout the city. Therefore, the proposed project would not make a considerable contribution

⁸⁴ Steven R. Ritchie, Assistant General Manager, Water Enterprise, SFPUC, memorandum to Lisa Gibson, Environmental Review Officer, San Francisco Planning Department – Environmental Planning, May 31, 2019.

to a cumulative environmental impact caused by implementation of the Bay-Delta Plan Amendment. Project impacts related to water supply would be less than significant, and no mitigation measures are required.

Impact UT-3: The proposed project would not result in a determination by the wastewater treatment provider which serves or may serve the proposed project that it has inadequate capacity to serve the proposed project's projected demand in addition to the provider's existing commitments. (Less than Significant)

As discussed under Impact UT-1, the SFPUC operates wastewater treatment facilities for the city. The project's approximately 21 new residents and 337 daily visitors would incrementally increase wastewater flows from the project site. The SFPUC's infrastructure capacity plans account for projected population and employment growth. Thus, the proposed project would not result in a determination by the SFPUC that it has inadequate capacity to serve the proposed project's projected demand. This impact would be less than significant and no mitigation measures are required.

Impact UT-4: The proposed project would not generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals. (Less than Significant)

In September 2015, the city entered into a landfill disposal agreement with Recology, Inc. for disposal of all solid waste collected in San Francisco, at the Recology Hay Road Landfill in Solano County, through September 2024 or until 3.4 million tons have been disposed, whichever occurs first. The city would have an option to renew the agreement for a period of six years or until an additional 1.6 million tons have been disposed, whichever occurs first.⁸⁵ The Recology Hay Road Landfill is permitted to accept up to 2,400 tons per day of solid waste. At that maximum permitted rate, the landfill has the capacity to accommodate solid waste until approximately 2034. Under existing conditions, the landfill receives an average of approximately 1,850 tons per day from all sources, with approximately 1,200 tons per day from San Francisco, which includes residential and commercial waste and demolition and construction debris that cannot be reused or recycled.⁸⁶ At the current rate of disposal, the landfill has operating capacity until 2041. The city's contract with the Recology Hay Road Landfill will extend until 2031 or when the city has disposed 5 million tons of solid waste, whichever occurs first. At that point, the city would either further extend the landfill contract or find and entitle an alternative landfill site.

The proposed project would incrementally increase total city waste generation. However, the proposed project would comply with San Francisco's Construction and Demolition Debris Recovery Ordinance, which

⁸⁵ San Francisco Planning Department, Agreement for Disposal of San Francisco Municipal Solid Waste at Recology Hay Road Landfill in Solano County, Final Negative Declaration, Planning Department Case No. 2014.0653, May 21, 2015, <https://citypln-m-extnl.sfgov.org/SharedLinks.aspx?accesskey=47847331d8dcebe40fc869e74cd76c1d65f03a52fbb1f21e436e59e0dbb7786a&VaultGUID=A4A7DACD-B0DC-4322-BD29-F6F07103C6E0>, accessed May 25, 2022.

⁸⁶ CalRecycle Jurisdiction Diversion/Disposal Rates, <https://www.calrecycle.ca.gov/lgcentral/datatools/reports/divdisprtsm>, accessed March 3, 2022.

states that no construction and demolition material may be taken to landfill or placed in the garbage.⁸⁷ The proposed project would comply with this ordinance by submitting a waste diversion plan to the Director of the Environment which provides for a minimum of 65 percent diversion from landfill of construction debris, including materials source separated for reuse or recycling. All mixed debris would be transported by a registered hauler to a registered facility to be recycled. In addition, the proposed project would comply with the mandatory compost and recycling ordinance Mandatory Recycling and Composting Ordinance⁸⁸ by offering separate containers designated for recycling, composting, and trash and making the containers convenient for all users of the building.

Due to the existing and anticipated increase of solid waste recycling in the city and the agreement with Recology for disposal of solid waste at the Hay Road Landfill, any increase in solid waste resulting from the proposed project would be accommodated by the existing landfill. Thus, the proposed project would have less-than-significant impacts related to solid waste and no mitigation measures are required.

Impact UT-5: The proposed project would not comply with federal, state, and local management and reduction statutes and regulations related to solid waste. (*Less than Significant*)

San Francisco set a goal of 75 percent solid waste diversion by 2010, which it exceeded at 80 percent diversion, and currently has a goal of 100 percent solid waste diversion or “zero waste” to landfill or incineration by 2020. San Francisco Ordinance No. 27-06 requires mixed construction and demolition debris to be transported by a registered transporter and taken to a registered facility that must recover for reuse or recycling and divert from landfill at least 65 percent of all received construction and demolition debris. San Francisco’s Mandatory Recycling and Composting Ordinance No. 100-09 requires all properties and persons in the city to separate their recyclables, compostables, and landfill trash.

The proposed project would comply with San Francisco Ordinance Nos. 27-06 and 100-09; therefore, the project would comply with federal, state, and local management and reduction statutes and regulations related to solid waste, and this impact would be less than significant, and no mitigation measures are required.

Impact C-UT-1: The proposed project, in combination with cumulative projects, would not result in significant cumulative impacts on utilities and service systems. (*Less than Significant*)

Wastewater and Stormwater

The geographic context for cumulative wastewater and stormwater impacts is the Southeast Water Pollution Control Plant drainage basin. The city’s combined sewer system and treatment facilities are designed to accept both wastewater and stormwater flows. As with the proposed project, all reasonably foreseeable projects in the drainage basin would be required to comply with San Francisco regulations regarding wastewater and stormwater generation. Although cumulative projects would likely result in increased

⁸⁷ Information about this ordinance is available at <https://sfenvironment.org/construction-demolition-requirements>, accessed May 25, 2022.

⁸⁸ Information about this ordinance is available at <https://sfenvironment.org/policy/mandatory-recycling-composting-ordinance>, accessed May 25, 2022.

wastewater flows, regulations require that projects implement post-construction stormwater controls as described in the SFPUC's Stormwater Management Requirements and Design Guidelines, which would reduce flows by 25 percent over existing conditions. The 25 percent reduction in stormwater flows would result in an overall reduction in combined flows during peak wet-weather flow events. Therefore, the proposed project, in combination with cumulative projects, would have a less-than-significant cumulative impact on the combined sewer collection and treatment system.

Water

As discussed in Impact UT-2, no single development project alone in San Francisco would require the development of new or expanded water supply facilities. The analysis provided in Impact UT-2 considers whether the proposed project, in combination with both existing development and projected growth through 2040, would require new or expanded water supply facilities, the construction or relocation of which could have significant cumulative impacts on the environment. Therefore, no separate cumulative analysis is required.

Solid Waste

The geographic context for cumulative solid waste impacts is the city. Long-range growth forecasts are considered in planning for future landfill capacity. In addition, the city currently exceeds statewide goals for reducing solid waste and is expected to continue reducing solid waste volumes in the future. All projects are required to comply with San Francisco's construction and demolition debris recovery and recycling and composting ordinances. As with the proposed project, compliance with these ordinances would reduce the solid waste generation from construction and operation of cumulative projects.

Although cumulative development projects could incrementally increase total waste generation from the city by increasing the number of residents, and excavation, demolition, and remodeling activities associated with growth, the increasing rate of landfill diversion citywide through recycling, composting, and other methods would result in a decrease of total waste that requires deposition into the landfill. Given the city's progress to date on diversion and waste reduction, and given the future long-term capacity available at the Recology Hay Road Landfill and other area landfills, reasonably foreseeable development projects would be served by a landfill with sufficient permitted capacity to accommodate their solid waste disposal needs. For these reasons, the proposed project, in combination with cumulative projects, would have less-than-significant cumulative impacts related to solid waste.

Impact Summary

Based on the above, the proposed project would not combine with cumulative projects to create a significant cumulative impact on utilities and service systems, and this impact would be less than significant. No mitigation measures are required.

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

The proposed project’s impacts on parks and open spaces are discussed in Section E.11, Recreation. Impacts on other public services are discussed below.

Impact PS-1: The proposed project would increase the demand for public services but not to such an extent that construction of new or physically altered facilities would be required. (*Less than Significant*)

Emergency Services

The project site receives fire protection and emergency medical services from the San Francisco Fire Department’s Fire Station No. 6 at 135 Sanchez Street, 0.6 mile west of the project site.⁸⁹ The project site receives police protection services from the San Francisco Police Department’s Mission Station at 630 Valencia Street, approximately 0.3 mile south of the project site.⁹⁰ Implementation of the proposed project would add about 21 residents and 337 daily visitors to the project site, which would incrementally increase the demand for fire protection, emergency medical, and police protection services. The increase in demand would not be substantial given the overall demand for such services on a citywide basis. Moreover, fire protection, emergency medical, and police protection resources are regularly redeployed based on need in order to maintain acceptable service ratios. For these reasons, implementation of the proposed project would not require the construction of new or alteration of existing fire and police facilities.

Schools

Implementation of the proposed project would result in the construction of 21 group housing units, nine of which could accommodate infants and small children below school age, resulting in an anticipated population increase of about 21 residents. Residents would be unlikely to consist of families with school-aged children. Nevertheless, it is anticipated that existing San Francisco Unified School District schools in the project vicinity would be able to accommodate any minor increase in demand. Furthermore, the proposed

⁸⁹ <https://sf-fire.org/find-your-station>, accessed January 21, 2022.

⁹⁰ <https://www.sanfranciscopolice.org/station-finder>, accessed January 21, 2022.

project would be required to pay a school impact fee based on the construction of net new residential square footage to fund San Francisco Unified School District facilities and operations.

Libraries

Implementation of the proposed project would add about 21 residents to the project site, which would increase the demand for public services such as libraries. This increase in demand would not be substantial given the overall demand for public services on a citywide basis. The San Francisco Public Library operates the Main Library and 27 branches throughout San Francisco.⁹¹ It is anticipated that the library system would be able to accommodate the minor increase in demand for library services generated by the proposed project.

Impact Summary

As described above, public services are expected to be able to accommodate the minor increase in demand for such services as a result of the proposed project. For these reasons, implementation of the proposed project would not require the construction of new or alteration of existing governmental facilities. This impact would be less than significant, and no mitigation measures are required.

Impact C-PS-1: The proposed project, combined with cumulative projects, would not result in significant cumulative impacts on police, fire, school district, and other public services such that new or physically altered facilities, the construction of which could cause significant environmental impacts, would be required in order to maintain acceptable levels of service. (*Less than Significant*)

The geographic context for cumulative fire, police, and library impacts are the police, fire, and library service areas, while the geographic context for cumulative school impacts is the San Francisco Unified School District service area. Implementation of the proposed project, in combination with cumulative development in the project vicinity, would result in an incremental increase in population and demand for fire protection, police protection, school services, and other public services. The fire department, the police department, the school district, and other city agencies have accounted for such growth in providing public services to the residents of San Francisco. In addition, fire protection, emergency medical, and police protection resources are regularly redeployed based on need in order to maintain acceptable service ratios. Nearby cumulative development projects would be subject to many of the same development impact fees applicable to the proposed project. For these reasons, the proposed project would not combine with past, present, and reasonably foreseeable future projects in the project vicinity to create a significant cumulative physical environmental impact related to public services. No mitigation measures are required.

⁹¹ San Francisco Public Library website, <https://sfpl.org>, accessed March 3, 2022.

Topics:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact	Not Applicable
14. 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 Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<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"/>

The project site is a 6,608-square-foot vacant lot in an urbanized area. The project area does not include riparian habitat or other sensitive natural communities as defined by the California Department of Fish and Wildlife and the U.S. Fish and Wildlife Service; therefore, question 14(b) is not applicable to the proposed project. In addition, the project area does not contain any wetlands as defined by section 404 of the Clean Water Act; therefore, question 14(c) is not applicable to the proposed project. Moreover, the proposed project does not fall within any local, regional, or state habitat conservation plans; therefore, question 14(f) is not applicable to the proposed project.

BI-1: The proposed project would not 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 Wildlife or U.S. Fish and Wildlife Service. (*Less than Significant*)

The urbanized project site is unlikely to provide habitat for any rare, threatened, or endangered plant or terrestrial animal species. Trees and landscaping can provide cover, foraging, and nesting habitat for bird species that tolerate human activity, and several special-status bird species, such as Cooper’s hawk (*Accipiter cooperi*) and peregrine falcon (*Falco peregrinus*), commonly nest in the Bay Area’s urban environments. Bird species are protected by the Migratory Bird Treaty Act⁹² and California Fish and Game Code sections 3503, 3503.5, and 3513.⁹³ The project sponsor would comply with these federal and state bird protection laws; thus, this impact would be less than significant and no mitigation measures are required.

Impact BI-2: The proposed project would not 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. (*Less than Significant*)

The project site is not located along any fish or terrestrial wildlife corridors and is not within 300 feet of an urban bird refuge,⁹⁴ and the project would comply with planning code section 139, which require bird-safe glazing treatment and other standards for bird-safe buildings. Thus, this impact would be less than significant and no mitigation measures are required.

Impact BI-3: The proposed project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. (*Less than Significant*)

The removal of street trees and significant trees and the planting of new street trees is subject to the provisions of the San Francisco Urban Forestry Ordinance, which is codified as article 16 of the San Francisco Public Works Code.

The project would involve the removal of 11 trees on the project site, including one significant tree—an elderberry (*Sambucus nigra*)⁹⁵ and three street trees (one sweetgum (*Liquidambar styraciflua*) and two ginkgo (*Ginkgo biloba*)). The project sponsor also proposes to protect five existing street trees and plant

⁹² The Migratory Bird Treaty Act makes it unlawful to intentionally pursue, hunt, take, capture, or kill migratory birds anywhere in the United States. The law also applies to the intentional disturbance and removal of nests occupied by migratory birds or their eggs during the breeding season.

⁹³ Under these California Fish and Game Code sections, project activities must not result in the taking, possessing, or destroying of any birds of prey; the taking or possessing of any migratory non-game bird; the taking, possession, or needless destruction of the nest or eggs of any raptors or non-game birds; or the taking of any non-game bird under California Fish and Game Code section 3800. In 2017, the U.S. Department of the Interior redefined incidental take under the Migratory Bird Treaty Act; however, the California Department of Fish and Wildlife subsequently issued an advisory that affirms that California law continues to prohibit incidental take of migratory birds.

⁹⁴ See map linked to <https://sfplanning.org/resource/urban-bird-refuge>.

⁹⁵ Defined as a significant tree because it is more than 12 inches in diameter at breast height and is within 10 feet of the public right-of-way.

seven new street trees. In compliance with section 806 of the public works code, the project sponsor would obtain a tree removal permit from the San Francisco Public Works Bureau of Urban Forestry. In granting the tree removal permit, the public works department would require that a street tree or trees of equivalent replacement value to the ones removed be planted in the place of the removed trees or impose an in-lieu fee unless it makes written findings detailing the basis for waiving or modifying this requirement. Thus, the proposed project would not conflict with the City’s local tree ordinance or any other local policy protecting biological resources. This impact would be less than significant, and no mitigation measures are required.

Impact C-BI-1: The proposed project, in combination with cumulative projects, would not result in significant cumulative impacts on biological resources. (Less than Significant)

The cumulative development projects identified in Table 2 and Figure 2 would result in an overall intensification of land uses within the surrounding dense urban environment, as is typical of infill development. The project site is unlikely to provide habitat for any special-status plant or wildlife species. Nearby cumulative projects would also be subject to the Migratory Bird Treaty Act, the California Fish and Game Code, and bird-safe building and urban forestry ordinances. As with the proposed project, other development projects would comply with these ordinances. Therefore, the proposed project would not combine with cumulative development projects to result in a significant cumulative impact related to biological resources. Cumulative impacts on biological resources would be less than significant, and no mitigation measures are required.

Topics:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact	Not Applicable
15. GEOLOGY AND SOILS. Would the project:					
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:					
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input 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"/>

Topics:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact	Not Applicable
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 (1994), creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The proposed project would connect to San Francisco’s sewer and stormwater collection and treatment system and would not use a septic water disposal system. Therefore, Topic E.15(e) is not applicable to the project. The project site does not contain any unique geologic features; thus, this part of E.15(f) will not be discussed further.

This section describes the geology, soils, and seismicity characteristics of the project area as they relate to the proposed project and relies on the information, findings, and recommendations provided in a geotechnical investigation that was conducted for the project site and proposed project.⁹⁶ The geotechnical investigation involved review of previous geotechnical investigations at the site and in the vicinity, the drilling of two borings at the site, and performing engineering analyses to develop project-specific structural and geotechnical design and construction recommendations.

Borings drilled at the site indicate the site and site vicinity are underlain by approximately 4.5 to 10 feet of fill consisting loose to very dense sand, sand with silt, and silty sand with some debris consisting primarily of brick, glass, and concrete fragments. The fill is underlain by competent Alluvium consisting of dense to very dense sand, sand with silt, silty sand and clayey sand to the maximum depths explored 51 feet below the existing ground surface. Borings by others within the proposed building footprint indicate there may be some interbedded layers of very stiff clay with sand and silt. Groundwater was encountered at depths of approximately 18.5 to 16 feet (unstabilized readings). Fluctuations of up to 3 feet should be anticipated to account for the uncertainties of unstabilized groundwater readings as well as seasonally changes.

⁹⁶ Rollo & Ridley Geotechnical Engineers & Scientists, *Geotechnical Investigation, 80 Julian Avenue, San Francisco, California*, January 15, 2021.

The northwest corner of the project site is in a seismic hazard – liquefaction hazard zone; however, the geotechnical report states that the site does not fall within an area of San Francisco where known liquefaction has occurred or is expected, and the likelihood of sand layers liquefying at the site is low.

The building would be constructed over a single tall basement level with a floor-to-ceiling height of 18 feet and supported on a shallow foundation consisting of a reinforced concrete mat. Excavation for the basement level and foundation would extend to 22 feet below ground surface, involving approximately 5,200 cubic yards of soil. As part of the building permit review process, project construction documents would be reviewed for conformance with the geotechnical investigation recommendations for the proposed project.

To ensure that the potential for adverse effects related to geology and soils are adequately addressed, San Francisco relies on the state and local regulatory process for review and approval of building permits pursuant to the California Building Code and the San Francisco Building Code. The San Francisco Building Code is the state building code plus local amendments that supplement the state code, including the building department’s administrative bulletins. The following state and local regulations are applicable to the proposed project:

- **The Alquist-Priolo Earthquake Fault Zoning Act of 1972 (Alquist-Priolo Act).** The Alquist-Priolo Act (Public Resources Code section 2621 et seq.) is intended to reduce the risk to life and property from surface fault rupture during earthquakes. The Alquist-Priolo Act prohibits the location and construction of most types of structures intended for human occupancy⁹⁷ across the trace of active faults and strictly regulates construction in the corridors along active faults (i.e., earthquake fault zones).
- **State Building Code Chapters 18 and 16.** Chapter 18, Soils and Foundations, of the state building code provides the parameters for geotechnical investigations and structural considerations in the selection, design, and installation of foundation systems to support the loads from the structure above. Section 1803 (Geotechnical Investigations) sets forth the scope of geotechnical investigations conducted. Section 1804 (Excavation, Grading and Fill) specifies considerations for excavation, grading, and fill to protect adjacent structures and to prevent destabilization of slopes due to erosion and/or drainage. In particular, Section 1804.1 (Excavation near foundations) requires that adjacent foundations be protected against a reduction in lateral support as a result of project excavation. This is typically accomplished by underpinning or protecting said adjacent foundations from detrimental lateral or vertical movement, or both. Section 1807 (Foundation Walls, Retaining Walls, and Embedded Posts and Poles) specifies requirements for foundation walls, retaining walls, and embedded posts and poles to ensure stability against overturning, sliding, and excessive pressure, and water lift, including seismic considerations. Sections 1808 through 1810 (Foundations) specify requirements for foundation systems based on the most unfavorable loads specified in Chapter 16, Structural, for the structure’s seismic design category in combination with the soil classification at the project site.

⁹⁷ With reference to the Alquist-Priolo Act, a *structure for human occupancy* is defined as one “used or intended for supporting or sheltering any use or occupancy, which is expected to have a human occupancy rate of more than 2,000 person-hours per year” (California Code of Regulations, title 14, division 2, section 3601[e]).

- State Seismic Hazards Mapping Act of 1990 (Landslide and Liquefaction Hazard Zones).** Pursuant to the Seismic Hazards Mapping Act of 1990 (seismic hazards act), the California State Geologist has designated seismic hazard zones for landslide and liquefaction hazards. These mapped areas enable cities and counties to adequately prepare the safety element of their general plans and to encourage land use management policies and regulations to reduce and mitigate those hazards in order to protect public health and safety.⁹⁸ Projects located within a seismic hazard zone for liquefaction or landslide hazard are subject to the seismic hazards act requirements, which include the preparation of a geotechnical investigation by qualified engineer and/or geologist to delineate the area of hazard and to propose measures to address any identified hazards. The local building official must incorporate the recommended measures to address such hazards into the conditions of the building permit.
- San Francisco Building Code – Building Department Permit Review Process.** San Francisco relies on the state and local regulatory review process for review and approval of building permits pursuant to the California Building Standards Code (California Code of Regulations, title 24); the San Francisco Building Code, which is the state building code plus local amendments (including administrative bulletins) that supplement the state code; the building department’s implementing procedures, including information sheets; and the Seismic Hazards Mapping Act of 1990 (Public Resources Code sections 2690 to 2699.6). Administrative Bulletin No. AB-82 provides guidelines and procedures for structural, geotechnical, and seismic hazard engineering design review.⁹⁹ Information Sheet No. S-05 identifies the type of work for which geotechnical reports are required, such as for new construction, building additions, and grading, and report submittal requirements.¹⁰⁰ The building department reviews project plans for conformance with the recommendations in project-specific geotechnical report during its review of the building permit for the project and may require additional site-specific soils report(s) through the building permit application process.
- San Francisco Public Works Code.** Section 146, Construction Site Runoff Control, requires that all construction sites must implement best management practices to minimize surface runoff erosion and sedimentation. In addition, pursuant to section 146.7, if construction activities would disturb 5,000 square feet or more of ground surface, then the project sponsor must have an Erosion and Sediment Control Plan (erosion control plan) developed and submit a project application to the SFPUC prior to commencing construction-related activities. An erosion control plan is a site-specific plan that details the use, location and emplacement of sediment and erosion control devices.

⁹⁸ In the context of the seismic hazards act, “mitigation” refers to measures that are consistent with established practice and that will reduce seismic risk to acceptable levels, rather than the mitigation measures that are identified under the California Environmental Quality Act (CEQA) to reduce or avoid environmental impacts of a proposed project.

⁹⁹ San Francisco Department of Building Inspection, Administrative Bulletin No. AB-082, Guidelines and Procedures for Structural, Geotechnical, and Seismic Hazard Engineering Design Review, November 21, 2018. Available at https://codelibrary.amlegal.com/codes/san_francisco/latest/sf_building/0-0-0-95162, accessed May 25, 2022.

¹⁰⁰ San Francisco Department of Building Inspection, Information Sheet No. S-05, Geotechnical Report Requirements, May 7, 2019. Available at <https://sfdbi.org/sites/default/files/IS%20S-05.pdf>, accessed May 25, 2022.

Impact GE-1: The proposed project would not exacerbate the potential to expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, seismic ground shaking, liquefaction, seismically induced ground failure, or landslides. (Less-Than-Significant)

The geotechnical report recommends that the shallow foundation design incorporate a single excavation depth across the building footprint, and that the bottom of the mat be embedded at least 24 inches below the basement floor or lowest adjacent soil subgrade; the geotechnical report specifies the bearing pressure and design values for the mat foundation. The geotechnical report also recommends that all below-grade walls be designed to resist pressures associated with seismic forces and specifies pressures to be used in design for permanent basement walls. Finally, the geotechnical report cites specific provisions of the 2019 California Building Code for seismic design.

During the building department's review of the building permit, the building department would review the construction plans for conformance with recommendations in the project-specific geotechnical report. The building permit would be reviewed pursuant to the building department's implementation of the building code including administrative bulletins, local implementing procedures such as the building department information sheets, and state laws, regulations, and guidelines would ensure that the proposed project would have no significant impacts related to soils, seismic, or other geological hazards. Thus, the project would not result in significant effects related to soils, seismic, or other geological hazards, and no mitigation measures are required.

Impact GE-2: The proposed project would not result in substantial erosion or loss of topsoil. (Less than Significant)

Approximately 85 percent of the 6,608 square foot site is unpaved, with the exception of an approximately 900-square-foot asphalt basketball court, and a small concrete ramp and pad. Project construction would involve excavation of the entire site to a depth of 22 feet below ground surface, involving approximately 5,200 cubic yards of soil, and the new building would cover the entire project site.

Grading and excavation would expose topsoil on site and could potentially result in erosion. However, the project sponsor and their contractor would be required to comply with section 146, Construction Site Runoff Control, of the public works code which requires all construction sites to implement best management practices (BMPs) to minimize surface runoff erosion and sedimentation.¹⁰¹ Pursuant to section 146.7, because construction activities would disturb 5,000 square feet or more of ground surface, the project sponsor must develop an erosion and sediment control plan. The erosion and sediment control plan must be submitted to the SFPUC for review and approval prior to commencing construction-related activities. The erosion and sediment control plan would identify BMPs to control discharge of sediment and other pollutants from entering the city's combined sewer system during construction.

San Francisco Building Code section 1805 (Dampproofing and Waterproofing) requires the geotechnical report to identify the location of the existing groundwater table in relation to the lowest floor level, and cites conditions when a subsoil drainage system must be designed to ensure that water flows into an approved

¹⁰¹ SFPUC, San Francisco Construction Site Runoff Control Program, available at <https://sfwater.org/index.aspx?page=235>.

drainage system. In addition, the city's stormwater management ordinance includes requirements that would reduce stormwater runoff discharged from the project site.

Compliance with section 146 of the public works code, sections 1804 and 105 of the building code, and the stormwater management ordinance would ensure that the proposed project would not result in substantial loss of topsoil or soil erosion. Therefore, impacts related to loss of topsoil or substantial soil erosion would be less than significant and no mitigation are required.

Impact GE-3: The proposed project would not 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. (*Less than Significant*)

Soil borings indicate that the project site is underlain by approximately 4.5 to 10 feet of fill consisting of loose to very dense sand, sand with silt, and silty sand with some debris consisting primarily of brick, glass, and concrete fragments. The fill is underlain by competent Alluvium consisting of dense to very dense sand, sand with silt, silty sand, and clayey sand to 51 feet below the existing ground surface. Borings by others within the proposed building footprint indicate there may be some interbedded layers of very stiff clay with sand and silt. The geotechnical study considers the likelihood of these layers liquefying or lateral spreading to occur at the site is low.

The building would be constructed over a single tall basement level with a floor-to-ceiling height of 18 feet and supported on a shallow foundation consisting of a reinforced concrete mat. Project excavation would extend to 22 feet below ground surface. The proposed project would be required to comply with the mandatory provisions of the California Building Code and San Francisco Building Code. As part of the building permit review process, project construction documents would be reviewed for conformance with the geotechnical investigation recommendations for the proposed project. Adherence to these requirements would further ensure that the project sponsor adequately addresses any potential impacts related to unstable soils as part of the design-level geotechnical investigation that would be prepared for the proposed project. Therefore, any potential impacts related to unstable soils would be less than significant, and no mitigation measures are required.

Impact GE-4: The proposed project would not create substantial risks to life or property by being located on expansive soils. (*Less than Significant*)

Expansive soils are typically very fine grained with a high percentage of clay and can damage structures and buried utilities and increase maintenance requirements. Expansive soils expand and contract in response to changes in soil moisture, most notably when nearby surface soils change from saturated to a low-moisture content condition and back again. The expansion potential of the project site soil, as measured by its plasticity index, has not yet been determined. Nonetheless, the San Francisco Building Code would require an analysis of the project site's potential for soil expansion impacts and, if applicable, implementation of measures to address them as part of the design-level geotechnical investigation prepared for the proposed project. Therefore, potential impacts related to expansive soils would be less than significant, and no mitigation measures are required.

Impact GE-5: The proposed project would directly or indirectly destroy a unique paleontological resource or site. (*Less than Significant with Mitigation*)

As stated above, construction of the basement levels and foundation installation would require excavation extending to 22 feet below ground surface. Overall, excavation of the basement levels would remove approximately 5,200 cubic yards of soil. The site and site vicinity are underlain by approximately 4.5 to 10 feet of fill consisting loose to very dense sand, sand with silt, and silty sand with some debris consisting primarily of brick, glass, and concrete fragments. The fill is underlain by competent Alluvium consisting of dense to very dense sand, sand with silt, silty sand and clayey sand to the maximum depths explored 51 feet below the existing ground surface. Borings within the proposed building footprint indicate there may be some interbedded layers of very stiff clay with sand and silt. These sediments have moderate potential to result in significant paleontological resources. Therefore, **Mitigation Measure M-GE-5: Inadvertent Discovery of Paleontological Resources** is applicable to the proposed project.

Mitigation Measure M-GE-5: Inadvertent Discovery of Paleontological Resources During Construction

Worker Awareness Training. Prior to commencing construction and ongoing throughout ground-disturbing activities (e.g., excavation, utility installation), the project sponsor and/or their designee shall engage a qualified paleontologist who meets the standards specified by the Society of Vertebrate Paleontology (Society of Vertebrate Paleontology 2010). The paleontologist shall train all project construction workers regarding how to recognize paleontological resources and on the contents of the paleontological resources alert sheet, as provided by the planning department. The paleontological resources alert sheet shall be prominently displayed at the construction site during ground-disturbing activities for reference regarding potential paleontological resources. In addition, the paleontologist shall inform the project sponsor, contractor, and construction personnel of the immediate stop work procedures and other procedures to be followed if bones or other potential fossils are unearthed at the project site. Should new workers involved in ground-disturbing construction activities begin employment after the initial training has occurred, the construction supervisor shall ensure that they receive the worker awareness training as described above. The paleontologist shall complete the standard form/affidavit confirming the timing of the worker awareness training and submit it to the environmental review officer (ERO). The affidavit shall confirm the project's location, the date of training, the location of the informational handout display, and the number of participants. The affidavit shall be transmitted to the ERO within five business days of conducting the training.

Paleontological Resource Discoveries. In the event of the discovery of an unanticipated paleontological resource during project construction, ground-disturbing activities shall temporarily be halted within 25 feet of the find until the discovery is examined by a qualified paleontologist as recommended by the Society of Vertebrate Paleontology standards (Society of Vertebrate Paleontology 2010) and best practices in mitigation paleontology (Murphey et al. 2019). The paleontologist shall consult the ERO. Work within the sensitive area shall resume only when deemed appropriate by the qualified paleontologist in consultation with the ERO. The qualified paleontologist shall determine (1) if the discovery is scientifically significant, (2) the necessity for involving other responsible or resource agencies and stakeholders, if required or determined applicable, and (3) methods for resource recovery. If the paleontological resource assessment results

in a determination that the resource is not scientifically important, this conclusion shall be documented in a paleontological evaluation letter to demonstrate compliance with applicable statutory requirements (e.g., the Federal Antiquities Act of 1906, CEQA Guidelines section 15064.5, Public Resources Code Chapter 17, section 5097.5, and the Paleontological Resources Preservation Act of 2009). The paleontological evaluation letter shall be submitted to the ERO for review within 30 calendar days of the discovery. If in consultation with the ERO the qualified paleontologist determines that a paleontological resource is of scientific importance, the qualified paleontologist shall make a recommendation as to what action, if any, is warranted and prepare a paleontological mitigation program. The program shall include measures to fully document the resource of scientific importance. The qualified paleontologist shall submit the program to the ERO for review and approval within ten business days of the discovery. Upon approval by the ERO, ground-disturbing activities in the project area shall resume and be monitored as determined by the qualified paleontologist for the duration of such activities. The program shall include (1) procedures for construction monitoring at the project site, (2) fossil preparation and identification procedures, (3) curation of paleontological resources of scientific importance into an appropriate repository, and (4) preparation of a paleontological resources report at the conclusion of ground-disturbing activities. The report shall include dates of field work, results of monitoring, fossil identifications to the lowest possible taxonomic level, analysis of the fossil collection, a discussion of the scientific significance of the fossil collection, conclusions, locality forms, an itemized list of specimens, and a repository receipt from the curation facility. The project sponsor shall be responsible for the preparation and implementation of the paleontological mitigation program, in addition to any costs necessary to prepare and identify collected fossils, and for any curation fees charged by the paleontological repository. The paleontological resources report shall be submitted to the ERO for review within 30 business days from conclusion of ground-disturbing activities, or as negotiated following consultation with the ERO.

Implementation of Mitigation Measure M-GE-5 would ensure that onsite personnel during construction are trained to recognize potential paleontological resources, and that if resources are discovered, appropriate procedures would be followed to reduce significant paleontological resources to a less-than-significant level.

Impact C-GE-1: The proposed project, in combination with cumulative projects, would not result in significant cumulative impacts on geology, soils, or paleontological resources. (*Less than Significant*)

Environmental impacts related to geology and soils are generally site-specific. All development within San Francisco is subject to the seismic safety standards and design review procedures of the California and local building codes and to construction site runoff regulations of San Francisco Public Works Code section 146. These regulations would ensure that cumulative effects of development on seismic safety, geologic hazards, and erosion are less than significant. For these reasons, the proposed project would not combine with cumulative projects in the project vicinity to create a significant cumulative impact related to geology and soils.

Additionally, impacts related to paleontology are generally site-specific. Therefore, the project would not have the potential to combine with effects of cumulative projects to result in cumulative impacts to paleontological resources. No mitigation measures are required.

Topics:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact	Not Applicable
16. HYDROLOGY AND WATER QUALITY. Would the project:					
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner that would:					
i) Result in substantial erosion or siltation on- or offsite;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or offsite;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iv) Impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The project site is located inland from both the San Francisco Bay and the Pacific Ocean. It would not be subject to seiche or potential inundation in the event of a tsunami occurring along the San Francisco coast (see Maps 5 and 6 of the San Francisco General Plan Community Safety Element). The Storm Flood Risk Map indicates that the site is not within a Special Flood Hazard Area,¹⁰² an area subject to a 100-year flood. Therefore, Topic E.16(d) is not applicable to the proposed project.

¹⁰² SFPUC, *100-Year Storm Flood Risk Map*, July 2019, <https://sfplanninggis.org/floodmap/>, accessed May 25, 2022.

Impact HY-1: The proposed project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality. (*Less than Significant*)

Project construction would involve excavation of approximately 5,200 cubic yards of material to a depth of up to 22 feet, and is likely to encounter groundwater; thus, dewatering would be necessary. Dewatering activities could adversely affect water quality in that contaminants from construction vehicles and equipment.

Because the project would disturb more than 5,000 square feet of ground surface during construction, the proposed project would be required to submit an erosion and sediment control plan to the SFPUC prior to any land-disturbing activities. Groundwater encountered during construction would be subject to the requirements of article 4.1 of the San Francisco Public Works Code, Industrial Waste, which requires groundwater to meet specified water quality standards before it is discharged to the combined sewer system. The Bureau of Systems Planning, Environment, and Compliance of the SFPUC must be notified regarding projects that necessitate dewatering. In this case, the SFPUC may require water quality analysis prior to discharge. Prior to dewatering activities, the project sponsor would be required to obtain a Batch Wastewater Discharge Permit from the SFPUC Wastewater Enterprise Collection System Division prior to any dewatering activities during construction. Once constructed, the project would not require operational dewatering.

During project operations, as discussed in Utilities and Service Systems, under Impact UT-1, wastewater and stormwater from the project site would flow into the city's combined stormwater and sewer system and be treated to the standards contained within the city's NPDES permit for the Southeast Water Pollution Control Plant prior to discharge into San Francisco Bay. Treatment would be provided pursuant to the effluent discharge standards included within the city's NPDES permit for the treatment plant. The proposed project would be required to meet the standards for stormwater management identified in the San Francisco Stormwater Management Ordinance and meet the SFPUC stormwater management requirements, and the project sponsor would be required to submit for approval by the SFPUC a stormwater control plan that complies with the city's 2016 *Stormwater Management Requirements and Design Guidelines*.

In conclusion, the proposed project's construction and operational activities would not substantially degrade surface water or groundwater quality or violate water quality standards and waste discharge requirements. The proposed project would have less-than-significant impacts on water quality, and no mitigation measures are required.

Impact HY-2: The proposed project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the proposed project may impede sustainable groundwater management of the basin. (*Less than Significant*)

Groundwater is estimated to be at a depth of 16 to 18.5 feet below ground surface and would likely be encountered during project excavation; thus, dewatering activities would be necessary. Construction dewatering would represent a temporary condition on the underlying groundwater table.

Any dewatering wells needed for the proposed project would be subject to the requirements of the City's Soil Boring and Well Regulation Ordinance (Ordinance Number 113-05), requiring a project sponsor to obtain a permit from the department of public health prior to constructing a dewatering well. A permit may be issued

only if the project sponsor uses construction practices that would prevent the contamination or pollution of groundwater during the construction.

The project would not require long-term dewatering and does not propose to extract any underlying groundwater supplies. For these reasons, the proposed project would not deplete groundwater supplies or substantially interfere with groundwater recharge.

For these reasons, the proposed project would not substantially deplete groundwater supplies or substantially interfere with groundwater recharge. This impact would be less than significant and no mitigation measures are required.

Impact HY-3: The proposed project would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner that would result in substantial erosion, siltation, or flooding on or off site; that would create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or that would impede or redirect flood flows. (*Less than Significant*)

No streams or rivers exist at the project site. Therefore, the proposed project would not substantially alter the existing drainage pattern of the project site or area by altering the course of a stream or river. The project site is mostly unpaved and the proposed building footprint would cover most the project site; thus, the project would add impervious surfaces. The project would comply with the City's stormwater management requirements and would implement measures to decrease in the amount of stormwater runoff associated with a proposed project, per the city's Stormwater Management Requirements and Design Guidelines. These measures include a rooftop planting area and rainwater harvesting.¹⁰³

Compliance with the Stormwater Management Ordinance would ensure that the design of the proposed project would include the installation of appropriate stormwater management systems that would retain runoff onsite, promote stormwater reuse, and limit discharges from the site to the city's combined stormwater/sewer system. Furthermore, the addition of new street trees along the project site frontages would allow runoff to infiltrate, thereby minimizing runoff that could exceed the capacity of existing or planned stormwater drainage systems. Therefore, the proposed project would not exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. Furthermore, the proposed project would not impede or redirect flood flows. Therefore, this impact would be less than significant, and no mitigation measures are required.

Impact HY-4: The proposed project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. (*Less than Significant*)

As discussed in Impact HY-1, the proposed project would not violate any water quality standards. The project would be required to meet SFPUC stormwater management requirements and implement best management

¹⁰³ 80 Julian Avenue Plan Set, Sheet C6.01, Stormwater Control Plan, October 31, 2022.

practices to minimize surface runoff erosion and sedimentation during construction; this would ensure that water quality standards would be achieved, including the water quality objectives that protect designated beneficial uses of surface and groundwater, as defined in the basin plan. Therefore, the proposed would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. The impacts would be less than significant, and no mitigation measures are required.

Impact C-HY-1: The proposed project, in combination with cumulative projects, would not result in a significant cumulative impact on hydrology and water quality. (Less than Significant)

Cumulative development in the project area would result in an intensification of land uses in the project vicinity, similar to the proposed project, and could result in an increase in polluted runoff and stormwater discharges. However, other development projects would be subject to the same stormwater management ordinances that are applicable to the proposed project. Because other development projects would be required to comply with drainage, dewatering, and water quality regulations, similar to the proposed project, peak stormwater drainage rates and volumes for the design storm would gradually decrease over time with new development, meaning that no substantial cumulative effects would occur. In addition, cumulative development project-related stormwater that flows to the Southeast Water Pollution Control Plant would be treated to water quality standards contained in the National Pollutant Discharge Elimination System permit. Compliance with stormwater and water quality ordinances would reduce the effects of cumulative projects to less-than-significant levels. Therefore, the proposed project, in combination with cumulative projects, would not result in a significant cumulative impact related to hydrology and water quality. Cumulative impacts would be

Topics:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact	Not Applicable
17. 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"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Topics:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact	Not Applicable
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise 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) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The project site is not included on a list of hazardous materials sites compiled by the California Department of Toxic Substance Control pursuant to Government Code section 65962.5; not located within an airport land use plan area or within an airport land use plan, or within two miles of a public airport or public use airport which would result in a safety hazard or excessive noise for people residing or working in the area; and is not located within or adjacent to a wildland area. Therefore Topics E.17(d), E.17(e), and E.17(g) are not applicable to the proposed project.

Impact HZ-1: The proposed project would not create a significant hazard through the routine transport, use, or disposal of hazardous materials. (Less than Significant)

Neither construction nor operation of the project would involve the routine transport, use, or disposal of significant quantities of hazardous materials. Small quantities of commercially available hazardous materials, such as household cleaning and landscaping supplies, may be used, and medical and dental waste would be disposed appropriately; these materials would not be expected to be used in sufficient quantities or contrary to normal use, and therefore would not pose a threat to human health or the environment. This impact would be less than significant and no mitigation measures are required.

Impact HZ-2: The proposed project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. (Less than Significant)

The proposed project would disturb at least 50 cubic yards of soil in an area that the San Francisco Health Department, as set forth in San Francisco Building Code section 106A.3.2.4, has identified as likely containing

hazardous substances in the soil or groundwater. Therefore, before the project may obtain a building permit, it must comply with the requirements of article 22A of the San Francisco Health Code, which the San Francisco Department of Public Health (the health department) administers. Under article 22A (commonly called “the Maher program”), the project sponsor must retain the services of a qualified professional to prepare a site history report (commonly referred to as a phase I environmental site assessment). The site assessment must determine whether hazardous substances may be present on the site at levels that exceed health risk levels or other applicable standards established by the California Environmental Protection Agencies, which include the Regional Water Quality Control Board, and the Department of Toxic Substances Control (Cal/EPA). If so, the project sponsor is required to conduct soil and/or groundwater sampling and analysis under a work plan approved by the health department. The sampling analysis must provide an accurate assessment of hazardous substances present at the site that may be disturbed, or may cause a public health or safety hazard, given the intended use of the site. Where such analysis reveals the presence of hazardous substances that exceed Cal/EPA public health risk levels given the intended use, the project sponsor must submit a site mitigation plan (SMP) to the health department. The SMP must identify the measures that the project sponsor will take to assure that the intended use will not result in public health or safety hazards in excess of the acceptable public health risk levels established by Cal/EPA or other applicable regulatory standards. The SMP also must identify any soil and/or groundwater sampling and analysis that it recommends the project sponsor conduct following completion of the measures to verify that remediation is complete. If the project sponsor chooses to address public health or safety hazards from hazardous substances through land use or activity restrictions, the project sponsor must record a deed restriction specifying the land use restrictions or other controls that will assure protection of public health or safety from hazardous substances remaining on the site.

To comply with various regulatory requirements, the health department would require the SMP to contain measures to mitigate potential risks to the environment and to protect construction workers, nearby residents, workers, and/or pedestrians from potential exposure to hazardous substances and underground structures during soil excavation and grading activities. The SMP must also contain procedures for initial response to unanticipated conditions such as discovery of underground storage tanks, sumps, or pipelines during excavation activities. Specified construction procedures at a minimum must comply with building code section 106A.3.2.6.3 and health code article 22B related to construction dust control; and San Francisco Public Works Code section 146 et seq. concerning construction site runoff control. Additional measures would typically include notification, field screening, and worker health and safety measures to comply with Cal/OSHA requirements. The health department would require discovered underground storage tanks to be closed pursuant to article 21 of the health code and comply with applicable provisions of chapters 6.7 and 6.75 of the California Health and Safety Code (commencing with section 25280) and its implementing regulations. The closure of any underground storage tank must also be conducted in accordance with a permit from the San Francisco Fire Department.

If remediation is required, it would typically be achieved through one of several methods that include off-haul and disposal of contaminated soils,¹⁰⁴ on-site treatment of soil or groundwater, or a vapor barrier installation. Alternately or in addition, restriction on uses or activities at the project site may be required along with a recorded deed restriction. Compliance with health code article 22A and the related regulations

¹⁰⁴ Off-haul and disposal of contaminated materials from the project site would be in accordance with the federal Resource Conservation and Recovery Act (RCRA) and United States Department of Transportation regulations and the California Hazardous Waste Control program (California Health and Safety Code section 21000 et seq.).

identified above would ensure that project activities that disturb or release of hazardous substances that may be present at the project site would not expose users of the site to unacceptable risk levels for the intended project uses.

In compliance with health code article 22A, the project sponsor has enrolled in the Maher program and submitted to the health department a phase I environmental site assessment¹⁰⁵ and a limited phase II subsurface investigation¹⁰⁶ to assess the potential for site contamination.

The Phase I environmental site assessment does not identify evidence of Recognized Environmental Conditions or Controlled Recognized Environmental Conditions and recommends no further investigation for the subject property. The project sponsor requested a phase II subsurface investigation to assess shallow soil conditions for a better understanding of potential soil disposal costs during redevelopment.

As discussed in the phase II investigation, representative soil samples were collected at five soil borings to a depth of 8 feet. The results are summarized as follows:

- Concentrations of total petroleum hydrocarbons (TPH) as diesel, TPH as gasoline, TPH as motor oil, and volatile organic compounds (VOCs) were not detected above the laboratory reporting limit with the exception of TPH as motor oil in one sample, where the detection was at a concentration of 9.1 milligrams per kilogram (mg/kg), which is well below the Tier 1 environmental screening level (ESL) of 1,600 mg/kg.
- With the exception of lead and nickel, metals were not detected above the construction worker ESL, or background if applicable.
- Nickel was detected in one sample at a concentration of 89 mg/kg which is slightly above the Tier 1 and direct contact construction worker ESL of 86 mg/kg.
- Lead was detected in four soil samples at depths of 1 foot bgs at concentrations ranging between 71 and 290 mg/kg, which exceeds the Tier 1 ESLs. The concentrations detected in two samples exceed the maximum background of 97.1 mg/kg, and one sample exceeds the direct contact construction worker ESL of 160 mg/kg.
- As four of the lead detections exceeded 10 times the soluble threshold limit concentration (STLC) (50 mg/kg), further extraction testing was necessary to understand if the soil would be classified as hazardous if disposed offsite. The STLC result from SB-4-1 was reported at 8.7 milligrams per liter (mg/L), which is above the STLC criteria of 5.0 mg/L to be considered California hazardous waste.

Based on the data collected, limited shallow metal contamination exists at the project site, with one sample for both lead and nickel exceeding the direct contact ESL for construction workers. Although concentrations of metals observed in the soil would not require remediation, if removed during construction activities for offsite disposals, a portion of the soil would need to be disposed of as California hazardous waste.

The limited Phase II report recommends that prior to construction activities, a site management plan be prepared to outline proper soil handling and disposal profiling procedures, necessary worker health and

¹⁰⁵ AEI Consultants, Phase I Environmental Site Assessment, 80 Julian Avenue, San Francisco, California, July 15, 2020.

¹⁰⁶ AEI Consultants, Limited Phase II Subsurface Investigation, 80 Julian Avenue, San Francisco, California, February 1, 2021.

safety practices, and contingency measures in the event of encountering impacted soil or conditions of potential environmental concern.

The health department reviewed the Phase I and Phase II reports and requested additional sampling.¹⁰⁷ A work plan to further assess subsurface conditions via groundwater sampling was submitted to the health department.¹⁰⁸ The health department reviewed and approved the workplan.¹⁰⁹ Following the completion of the investigation activities, the sponsor would submit a report summarizing the investigation activities, and the health department would determine whether a site mitigation plan is required review and approval prior to issuance of a building permit.

The proposed project would be required to remediate potential soil and groundwater contamination described above in accordance with article 22A of the health code. The health department would oversee this process, and various regulations would apply to any disturbance of contaminants in soil or groundwater that would be encountered during construction to assure that no unacceptable exposures to the public would occur. Thus, the proposed project would not result in a significant hazard to the public or environment from the disturbance or release of contaminated soil and groundwater and the proposed project would result in a less than significant impact. No mitigation measures are required.

Impact HZ-3: The proposed project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. (*Less than Significant*)

Mission High School, Marshall Elementary School, and San Francisco Friends School are located within 0.25 miles of the project site. Any hazardous waste at the project site would be remediated and handled in accordance with local, state, and federal law. Furthermore, the proposed project would include the use of common household items in quantities too small to create a significant hazard to the public or the environment. This impact would be less than significant and no mitigation measures are required.

Impact HZ-4: The proposed project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. (*Less than Significant*)

No changes are proposed to the public right-of-way; thus, the project would not substantially increase hazards due to a design feature or incompatible uses and would not result in an inadequate emergency access. The impact would be less than significant, and no mitigation measures are required.

¹⁰⁷ Rachel Cheng, San Francisco Department of Public Health, correspondence with AEI Consultants, July 13, 2022.

¹⁰⁸ AEI, Maher Ordinance Subsurface Investigation Work Plan, 80 Julian Avenue, August 5, 2022.

¹⁰⁹ Rachel Cheng, San Francisco Department of Public Health, correspondence with AEI Consultants, September 15, 2022.

Impact C-HZ-1: The proposed project, in combination with cumulative projects, would not result in a significant cumulative impact related to hazards and hazardous materials. (Less than Significant)

Development in the city is subject to city and state controls designed to protect the public and the environment from risks associated with hazards and hazardous materials, and to ensure that emergency access routes are maintained. Any future development in the project vicinity would be subject to these same laws and regulations. For these reasons, the proposed project would not combine with cumulative projects in the project vicinity to create a significant cumulative impact related to hazards and hazardous materials. No mitigation measures are required.

Topics:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact	Not Applicable
19. ENERGY. Would the project:					
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Impact EN-1: The proposed project would not result in wasteful, inefficient, or unnecessary consumption of energy resources during construction or operation. (Less than Significant)

The proposed project would increase the population and intensity of use on the project site. The proposed project would be subject to the energy conservation standards included in the San Francisco Green Building Ordinance, which contains energy efficiency and water conservation requirements, such as installing water conserving fixtures to reduce potable water use. Documentation showing compliance with the ordinance would be required to be submitted with the building permit application, and compliance would be enforced by the building department. In addition, the proposed project would be required to comply with title 24 of the California Code of Regulations, which regulates energy consumption by requiring that all new buildings have all electric heating, cooling, and ventilation, and lighting systems; it is enforced by the building department.

Compliance with title 24 and the San Francisco Green Building Ordinance would ensure a reduction in the use of fuel, water, and energy by the proposed project. Electric service would be provided to meet the needs of the project, as required by the California Public Utilities Commission, which obligates PG&E and the SFPUC to provide service to its existing and potential customers. PG&E and the SFPUC update their service projections to meet regional energy demand. Therefore, the proposed project would not encourage activities that result in the use of large amounts of fuel, water, or energy, or use them in a wasteful manner. This impact would be less than significant, and no mitigation measures are required.

Impact EN-2: The proposed project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. (*Less than Significant*)

Energy conservation measures incorporated into the proposed project would decrease overall energy consumption, decrease reliance on nonrenewable energy sources, and increase reliance on renewable energy sources at the project site. The proposed project would be consistent with San Francisco's greenhouse gas reduction strategy (see Topic E.8, Greenhouse Gas Emissions). Furthermore, as discussed in Topic E.5, Transportation and Circulation, the project site is located in a vehicle miles traveled (VMT)-efficient area where the existing VMT per capita is well below the regional average. The proposed project would conserve fuel and energy because it would provide residential and community service uses in an urban area accessible by transit and also bicycle and pedestrian friendly. Therefore, the proposed project would not conflict with state or local plans for renewable energy and energy efficiency. This impact would be less than significant, and no mitigation measures are required.

Impact C-EN-1: The proposed project, in combination with cumulative projects, would not result in significant cumulative impacts related to the wasteful, inefficient, or unnecessary consumption of energy resources or conflict with or obstruct a state or local plan for renewable energy or energy efficiency. (*Less than Significant*)

While overall energy demand in California is increasing commensurate with increasing population, the state also is making concerted energy conservation efforts. While the city produces a substantial demand for energy and fuel, both city and state policies seek to minimize increases in demand through conservation and energy efficiency regulations and policies such that energy is not used in a wasteful manner, and the cumulative impacts with respect to energy and fuel use would be less than significant. Because San Francisco is substantially built out, development in the city's urban core focuses on densification, which effectively reduces per capita use of energy and fuel by concentrating utilities and services in locations where they can be used efficiently. All projects in San Francisco are required to comply with these regulations. Therefore, the proposed project, in combination with other cumulative projects, would result in a less-than-significant cumulative impact related to energy resources. No mitigation measures are required.

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

NOTE: Authority cited: Public Resources Code sections 21083 and 21083.05, 21083.09. Reference: Section 65088.4, Gov. Code; Public Resources Code sections 21073, 21074, 21080(c), 21080.1, 21080.3, 21083, 21083.05, 21083.3, 21080.3.1, 21080.3.2, 21082.3, 21084.2, 21084.3, 21093, 21094, 21095, and 21151; *Sundstrom v. County of Mendocino* (1988) 202 Cal.App.3d 296; *Leonoff v. Monterey Board of Supervisors* (1990) 222 Cal.App.3d 1337; *Eureka Citizens for Responsible Govt. v. City of Eureka* (2007) 147 Cal.App.4th 357; *Protect the Historic Amador Waterways v. Amador Water Agency* (2004) 116 Cal.App.4th at 1109; *San Franciscans Upholding the Downtown Plan v. City and County of San Francisco* (2002) 102 Cal.App.4th 656.

The proposed project would not substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or reduce the number or restrict the range of a rare or endangered plant or animal. As discussed in Topic E.3, Cultural Resources, and Topic E.4, Tribal Cultural Resources, with implementation of **Mitigation Measures M-CR-2: Archeological Testing** and **M-TCR-1: Tribal Cultural Resources Program**, the proposed project would not result in a substantial adverse change in the significance of an archeological resource or a tribal cultural resource and would not disturb human remains. For these reasons, the proposed project’s impact with respect to the elimination of important examples of major periods of California history or prehistory would be less than significant with mitigation. As discussed in Topic E.15, Geology and Soils, with implementation of **Mitigation Measure M-GE-5: Inadvertent Discovery of Paleontological Resources During Construction**, the proposed project would not result in significant impacts to paleontological resources.

The project when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects would result in significant cumulatively considerable air quality impacts. As discussed in Topic E.7, Air Quality, implementation of **Mitigation Measure M-AQ-4a: Clean Off-road Construction Equipment** and **Mitigation Measure M-AQ-4b: Clean Diesel Generators for Building**

Operations would ensure that cumulatively considerable impacts related to health risks from air pollutant emissions would be less than significant.

As discussed in Topic E.7, Air Quality, implementation of **Mitigation Measure M-AQ-4a: Clean Off-Road Construction Equipment** and **Mitigation Measure M-AQ-4b: Clean Diesel Generators for Building Operations** would ensure that health risk impacts related to air pollutant emissions would be less than significant. For this reason, the proposed project's impact and would not cause adverse effects on human beings, either directly or indirectly.

E. Public Notice and Comment

On April 5, 2022, the planning department mailed a notification of project receiving environmental review to owners of properties within 300 feet of the project site, adjacent occupants, and neighborhood groups. No comments were received in response to the notification.

NOTIFICATION OF INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION

On December 7, 2022, the planning department distributed a notice of availability of and intent to adopt a preliminary mitigated negative declaration and initial study to state and local agencies, interested organizations and individuals, and property owners and residents within 300 feet of the project site. The notice was also posted at multiple locations around the project site. During the 20-day public review period, no appeal was filed and no written comments were received; one interested party left two voicemails.

The individual requested a full environmental impact analysis that addresses sunlight on nearby residences along Julian Avenue and the Valencia corridor and consideration of relocating the project to the parking lot to the north of 56 Julian Avenue to avoid shadow impacts on nearby residences.

The project's shadow impacts are addressed in Section E.10 of this initial study. Although the proposed project may shade nearby private properties and occupants may regard the increase in shadow as undesirable, these shadows would not exceed levels commonly expected in urban areas. Furthermore, the shading of private properties is not considered a significant impact under CEQA, as the CEQA significance criterion for shadow focuses on whether a project would create new shadow that substantially and adversely affects the use and enjoyment of publicly accessible open space.

Because the initial study finds no significant, unavoidable impacts, the project does not require analysis of alternatives (such as relocating the project) in an environmental impact report. Other than this discussion in the Comments Received in Response to the PMND section, no amendments to the text of the initial study have been made in response to the comments received during the public comment period.

F. 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.

 _____ for Lisa Gibson

Lisa Gibson
Environmental Review Officer
for
Rich Hillis
Director of Planning

DATE December 7, 2022

G. Initial Study Preparers

Planning Department, City and County of San Francisco

Environmental Planning Division

49 South Van Ness Avenue, Suite 1400

San Francisco, CA 94103

- Environmental Review Officer: Lisa Gibson
- Principal Environmental Planner: Chelsea Fordham
- Senior Environmental Planner: Jeanie Poling
- Transportation Planner: Kei Zushi
- Archeologist: Kari Hervey-Lentz
- Paleontology Review Coordinator: Debra Dwyer
- Current Senior Planner and Preservation Planner: Alex Westhoff

Wilson Ihrig Acoustics

5900 Hollis Street, Suite T1

Emeryville, CA 94608

- Vibration analysis: Pablo A. Daroux, Principal, and Sarah Kaddatz, Associate

ATTACHMENT A

PROJECT PLANS

80 JULIAN - THE VILLAGE SF

FINAL CEQA SUBMITTAL 10.31.2022



PROJECT TEAM

Owner Friendship House Association of American Indians 56 Julian Avenue, San Francisco, CA 94103 Contact: Peter Bratt Phone: (510) 465-7010 Email: peterbratt@yahoo.com	Planning Consultant Badiner Urban Planning, Inc. 95 Brady Street San Francisco, CA 94103 Contact: Larry Badiner Phone: (415) 865-9985 Email: larry@badinerurbanplanning.com	Architect PYATOK Architects, INC. 1611 Telegraph Ave., Suite 200 Oakland, CA 94612 Contact: Peter Waller Phone: (510) 465-7010 Email: pwaller@pyatok.com	Landscape Architect Emwiler Kuehl 318 Harrison Street, Suite 301 Oakland, CA 94607 Contact: Sarah Kuehl Phone: (510) 407-5319 Email: sarah@einwilerkuehl.com	Urban App Top Leaf Farms 5110 Telegraph Ave Oakland, CA 94609 Contact: Benjamin Fahrner Phone: (831) 667-2376 Email: farmtheroof@gmail.com
Owner's Representative Equity Community Builders 38 Hayes Avenue San Francisco, CA 94129 Contact: Suzanne Brown Email: susanne@ecbsf.com	Structural Engineer DCI Engineers 135 Main Street, Suite 1800 San Francisco, CA 94105 Contact: Jeff Brink Phone: (415) 781-1505 Email: jbrink@dc-engineers.com	MEP Engineer PAE 48 Golden Gate Ave San Francisco, CA 94102 Contact: Harj Sidhu Phone: (415) 544-7707 Email: harjot.sidhu@pae-engineers.com	Civil Engineer Sage Consulting Engineers Inc. 12 Geary Street, Suite 605 San Francisco, CA 94108 Contact: Erik Alderson Phone: (415) 890-5250 Email: ealderson@sage-ce.com	Utility Urban Design Consulting Engineers 350 Townsend Street, Suite 409 San Francisco, CA 94107 Contact: Dana Hymel Phone: (628) 239-3129 Email: dhymel@urbandesigndoe.com

CONSTRUCTION TYPE: TYPE IV C, FULLY SPRINKLERED	
ENERGY STANDARDS: COMPLIANCE WITH THE DOCUMENTATION REQUIREMENTS OF THE 2019 CALIFORNIA ENERGY EFFICIENCY STANDARDS IS NECESSARY FOR THIS PROJECT. REGISTERED, SIGNED, AND DATED COPIES OF THE APPROPRIATE CF-1R, CF-2R, AND CF-3R FORMS SHALL BE MADE AVAILABLE AT NECESSARY INTERVALS FOR BUILDING INSPECTOR REVIEW. FINAL COMPLETED FORMS WILL BE AVAILABLE FOR THE BUILDING OWNER.	

PROJECT DESCRIPTION

The proposed building at 80 Julian Avenue will be constructed adjacent to the existing Friendship House of American Indians, located at 56 Julian Avenue. The two buildings are located mid-block on Julian Avenue. The proposed building is appropriately called the Village SF and will consist of an inter-tribal community coalition of Native organizations and groups that serve San Francisco's Indigenous population. The Village will create a physical, service, cultural and spiritual nexus for urban American Indians that will ensure the well-being of our people seven generations from now. The majority of Indian people live in cities yet remain an invisible community and share similar disparities of other communities of color. The Village is a 21st Century solution to a 21st Century reality - namely that we are urban, inter-tribal and without a physical or cultural home. No other city has what we are envisioning - a home place providing community connection and essential services by and for urban American Indians. The Village will be 79' in height and 8 stories plus a full basement consisting of approximately 42,971 square feet of new space. The Village will:

- Provide a large gathering and exhibit area for the San Francisco American Indian Cultural Center.
- Provide administrative headquarters for the newly established San Francisco American Indian Cultural District
- Provide community-based services like housing navigation, benefits counseling, workforce development and education related services
- Relocate our Women's Lodge from Oakland to San Francisco, serving women with young children, who need substance use treatment
- Serve American Indian women victims of sex trafficking, building upon our existing program
- House a medical and dental clinic, operated by the Native American Health Center
- Dedicate space for a citywide program for American Indian youth and teens
- Create 12 units of post treatment transitional housing for American Indians seeking a professional path in social work
- Offer a cultural center for elders to gather and a hub for the American Indian community
- Provide space for other smaller Indian-led non-profits

The proposed 79', 42,971 sq ft building exceeds the Valencia NCT FAR of 2.5:1 and the 45-X height limit. The project would also require a rear yard exception/variance at the second floor and above. We intend to seek a Special Use District to address these issues.

PROJECT INFORMATION

Address:	80 Julian Ave, San Francisco, CA 94103	Lot Size:	6608 sf / 0.15 acres
Parcel (Block/Lot):	3547/052	Height and Bulk District:	45-X
Zoning District:	NCT - Valencia Street Neighborhood Commercial Transit	Building Type	TYPE IV C, FULLY SPRINKLERED
Planning District:	District 8 Mission		

Standard	Requirement or Guideline	Proposed
Height Limits	Building located in 45-X height district. Project proposes a SUD with a 80' Height Limit	79' Building Height Proposed - Measured to Top of Finished Roof Surface
Roof Appurtenances & Penthouses	16' Maximum for Buildings with Height limits over 65' per SF Planning Code Sec. 280(b)(1)(B)	16' Maximum Above Roof Level Purposed
Ground Floor Height	Ground floor Non-Residential Uses NCT District shall have a Min floor-to-floor height of 14 feet (from grade) Sec 145.	16' - 1" Provided
Density	Housing- Not be limited by lot area, but by including & not limited to height, bulk, setbacks, open space, and exposure - Sec 762 & 208	21 Rooms / 0.15 acres = 140 u/ac Provided
Lot Size (Per Development)	Permitted up to 9,999 square feet. Conditional 10,000 square feet and above - Sec 121.1	5,532 sf Ground Floor Proposed
FAR - Non resi	2.5 to 1 - Per Sec 124. Project Proposes a SUD with a Maximum FAR of 7/1	Per SFP Sec. 102: 30209 sf / 6608 sf = 4.6 FAR proposed
Proposed Area (GSF)	Per SFP Sec 102.	Community: 30,209 GSF Housing: 12,762 GSF Total GSF: 42,971 GSF
Rear Yard	Min rear yard depth shall be equal to 25% of the total depth of the lot, but no less than 15 feet (Sec 134.) Project Proposes a SUD with a 0'-0" Rear Yard Requirement	No Rear Yard Proposed
Front Set Back & Side Yard	Not Required (Table 762.)	N/A, Project Proposes 2' Setback along Caledonia to Expand Adjacent Sidewalk to provide Accessible Path of travel
Open Space - Resi	Per 135(d)(2), one-third the amount required per dwelling unit for Group Housing. Per Table 762, 100 sf feet of common area required per dwelling unit. (100sf x 21 dwelling units) = 7,700sf of common open space.	2,427 sf Provided on Roof
Bicycle Parking - all uses	Class 1 Required: 9 See G0.10 for Calculations and Diagrams Class 2 Required: 9	Class 1 Provided: 10 See Basement Plan Class 2 Provided: 10 See Site Plan
Off-Street Parking	Not Required (Sec 762.) for both Residential and Non Residential uses	None Provided
Freight Loading	Not Required (Table 152.1) for both Residential and Non Residential uses	None Provided
Ground Floor Transparency	No less than 60% of the street frontage at the ground level. Sec 145.1 See G0.10 for Calculations and Diagrams	60% Provided
Better Roofs	See G0.10 for Calculations and Diagrams	2,154 SF Better Roof area Provided (Green Living Roof)
Bird Safety	Per San Francisco Planning Code Section 139.	Project will Treat any Feature Related Hazards that Occur Project not in Urban Bird Refuge Zone

BUILDING CODE SUMMARY

APPLICABLE CODES: 2019 CALIFORNIA BUILDING CODE (CBC) & ALL CITY OF BELMONT AMENDMENTS 2019 CALIFORNIA ELECTRICAL CODE (CEC) 2019 CALIFORNIA MECHANICAL CODE (CMC) 2019 CALIFORNIA PLUMBING CODE (CPC) 2019 CALIFORNIA ENERGY CODE (TITLE 24 ENERGY) 2019 CALIFORNIA FIRE CODE (CFC) 2019 CALIFORNIA GREEN BUILDING STANDARD CODE (CALGREEN) 2019 CALIFORNIA REFERENCE STANDARDS CODE 2019 NFPA 13 STD FOR THE INSTALLATION OF FIRE SPRINKLER SYSTEMS 2019 NFPA 14 STD FOR THE INSTALLATION OF STANDPIPE SYSTEMS 2019 NFPA 72 NATIONAL FIRE ALARM AND SIGNALING CODE 2010 AMERICAN WITH DISABILITIES ACT GUIDELINES (ADA) @ PUBLIC AREAS	CONSTRUCTION TYPE: TYPE IV C, FULLY SPRINKLERED
ENERGY STANDARDS: COMPLIANCE WITH THE DOCUMENTATION REQUIREMENTS OF THE 2019 CALIFORNIA ENERGY EFFICIENCY STANDARDS IS NECESSARY FOR THIS PROJECT. REGISTERED, SIGNED, AND DATED COPIES OF THE APPROPRIATE CF-1R, CF-2R, AND CF-3R FORMS SHALL BE MADE AVAILABLE AT NECESSARY INTERVALS FOR BUILDING INSPECTOR REVIEW. FINAL COMPLETED FORMS WILL BE AVAILABLE FOR THE BUILDING OWNER.	

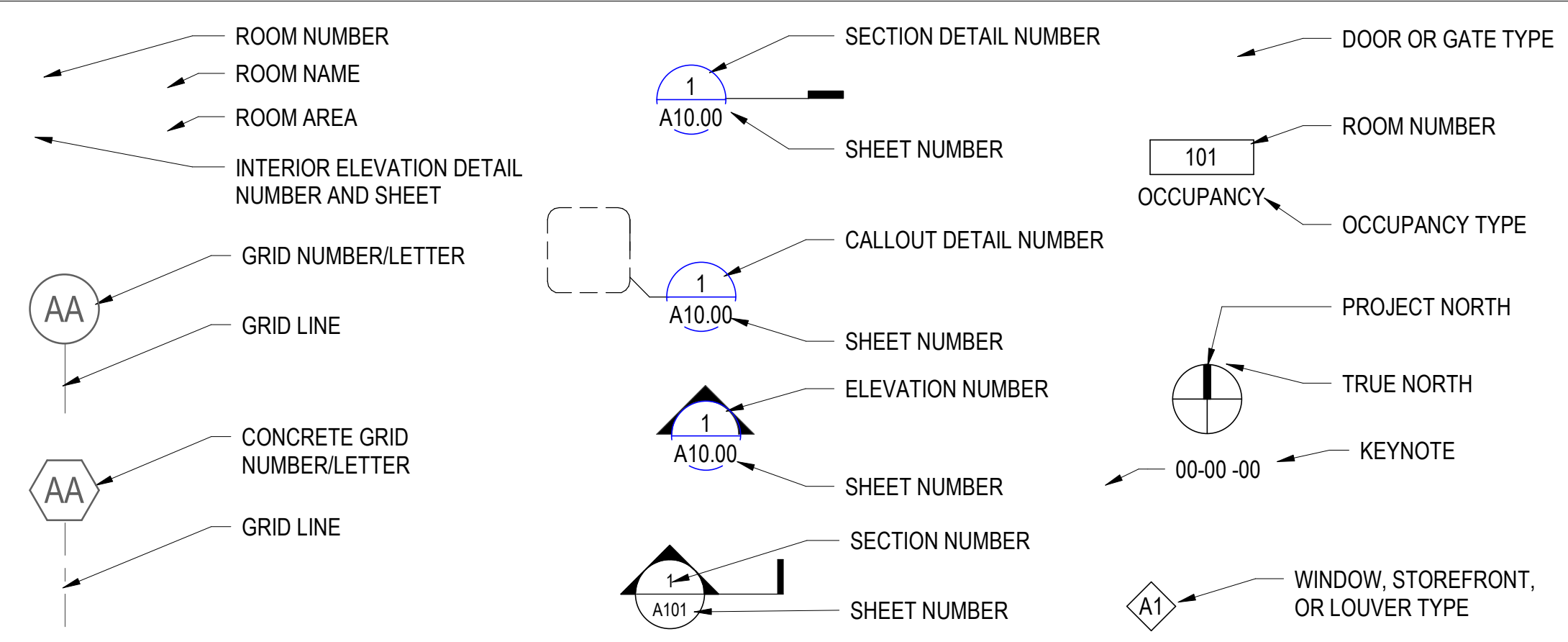
VICINITY MAP



ABBREVIATIONS

A	ANCHOR BOLT	FDN	FOUNDATION	PTD	PAINTED
AB	ABOVE	FE	FIRE EXTINGUISHER	PLYWD,	PLYWOOD
ABV	AIR CONDITIONING	FEC	FIRE EXTINGUISHER CABINET	PLY	
AC	ASPHALTIC CONCRETE	FF	FINISHED FLOOR	PREFAB	PREFABRICATED
ACC	ACCESSIBLE	FIN	FINISH OR FINISHED	PV	PHOTOVOLTAIC
A.C.P.	ACOUSTIC CEILING PANEL	FLEX	FLEXIBLE	PVC	POLYVINYL CHLORIDE (RIGID)
A.C.T.	ACOUSTIC CEILING TILE	FLR	FLOOR	Q	QUANTITY
A.D.	AREA DRAIN	F.O.B.	FACE OF BEAM	QTY	QUANTITY
ADD.	ADDITIONAL	F.O.C.	FACE OF CONCRETE	R	RISER
ADDM	ADDENDUM	F.O.F.	FACE OF FINISH	RCP	REFLECTED CEILING PLAN
ADH	ADHESIVE	F.O.S.	FACE OF STUD	REF	REFER(ENCE) OR REFRIGERATOR
ADJ	ADJACENT OR ADJUSTABLE	F.O.W.	FACE OF WALL	REINF	REINFORCE(D) (ING) (MENT)
AFF	ABOVE FINISHED FLOOR	FR	FIRE RESISTANCE	REQ	REQUIRED
ALUM	ALUMINUM	FRTW	FIRE RETARDANT TREATED WOOD	RESIL	RESILIENT
ALT	ALTERNATIVE	FRP	FIBER REINFORCED PLASTIC	RFG	ROOFING
AMT	AMOUNT	FT	FOOT	RM	ROOM
ANOD	ANODIZED	FTG	FOOTING	RO	ROUGH OPENING
AP	ACCESS PANEL	G		RWL	RAINWATER LEADER
APL	ASSUMED PROPERTY LINE	GA	GAUGE	S	
APPROX	APPROXIMATE	GALV	GALVANIZED	SAF	SELF-ADHERED FLASHING
ARCH	ARCHITECT(URAL)	GAR	GARAGE	SC	SOLID CORE
ASSY	ASSEMBLY	GFCI	GROUND FAULT CIRCUIT INTERRUPTER	S.C.D.	SEE CIVIL DRAWINGS OR SEE CONCRETE DRAWINGS
A/V	AUDIO VISUAL	GLAZ	GLAZING	SD	STORM DRAIN
AUTO	AUTOMATIC	GSM	GALVANIZED SHEET METAL	SHV	SHELVES (INC)
B		GWB	GYPSUM WALL BOARD	SQ IN	SQUARE INCH
BATT	BATTING	GYP	GYPSUM	S.S.D.	SEE STRUCTURAL DRAWINGS
BALC	BALCONY	H		SECT	SECTION
BATT	BATTING	HB	HOSE BIB	S.E.D.	SEE ELECTRICAL DRAWINGS
BD	BOARD	HC	HOLLOW CORE	SF	SQUARE FOOT OR SUBFLOOR
BLDG	BUILDING	HD	HOLD-DOWN	SG	SAFETY GLAZING
BLKG	BLOCKING	HM	HOLLOW METAL	SIM	SIMILAR
BM	BEAM	HORIZ	HORIZONTAL	S.L.D.	SEE LANDSCAPE DRAWINGS
B.O.C.	BOTTOM OF CURB	H PLAM	HIGH PRESSURE LAMINATE	SM	SHEET METAL
B.O.D.	BASIS OF DESIGN	HR	HOUR OR HANDRAIL	S.M.D.	SEE MECHANICAL DRAWINGS
BOT	BOTTOM	HSS	TUBE STEEL	SP	STANDPIPE
B.O.W.	BACK OF SIDEWALK	HT	HEIGHT	S.P.D.	SEE PLUMBING DRAWINGS
BRKT	BRACKET	HVAC	HEATING, VENTILATION, AIR-CONDITIONING	SPECS	SPECIFICATIONS
BTW, BW	BETWEEN	HYD	HYDRANT	SQ	SQUARE
BUR	BUILT UP ROOFING	I		SS	STAINLESS STEEL OR SANITARY SEWER
C		IIC	IMPACT INSULATION CLASS	SSTL	STAINLESS STEEL
CAB	CABINET	IN	INCHES	STC	SOUND TRANSMISSION CLASS
CEM	CEMENT	INSUL	INSULATION	STD	STANDARD
CEM	CEMENT PLASTER	INT	INTERIOR	STL	STEEL
PLAS		J		STOR	STORAGE
CIP	CAST IN PLACE	JAN	JANITOR	STRUCT.	STRUCTURAL
CJ	CONTROL JOINT	JT	JOINT	STRLL	
CL	CENTERLINE	K		SUSP	SUSPENDED
CL.	CLOSET	KD	KILN DRIED	SUSP	SUSPENDED CEILING
CLG	CEILING	KIT	KITCHEN	CLG	
CLKG	CAULKING	KPL	KICK PLATE	SV	SHEET VINYL
CLR	CLEAR	L		SYS	SYSTEM
CMU	CONCRETE MASONRY UNIT	L.	ANGLE	T	TEMPERED
COL	COLUMN	LAU	LAUNDRY	T&G	TONGUE AND GROOVE
CONC	CONCRETE	LAV	LAVATORY	TDS	TIE DOWN SYSTEM
CONN	CONNECTION	LIN	LINOLEUM	TEL	TELEPHONE
CONT	CONTINUOUS	LVT	LUXURY VINYL TILE	TEMP	TEMPORARY OR TEMPERATURE
CONST	CONSTRUCTION	LVL	LEVEL	TEMP GL	TEMPERED GLASS
CONTR	CONTRACTOR	M		THK	THICK(NESS)
CSMT	CASEMENT	MAX	MAXIMUM	T.O.	TOP OF
CT	CERAMIC TILE	MB	MACHINE BOLT	T.O.C.	TOP OF CONCRETE
CTSK	COUNTERSINK	MC	MEDICINE CABINET	T.O.PL.	TOP OF PLATE
D		MECH	MECHANICAL	T.O.S.	TOP OF SLAB
D	DRYER	MTL	METAL	T.O.SF.	TOP OF SUBFLOOR
DBL	DOUBLE	MFR	MANUFACTURER	T.O.W.	TOP OF WALL
DEMO	DEMOLISH OR DEMOLITION	MIN	MINIMUM	TPD	TOILET PAPER DISPENSER
DF	DOUGLAS FIR	MTD	MOUNTED	TYP	TYPICAL
DIA	DIAMETER	N		UL	UNDERWRITER'S LABORATORY
DIM	DIMENSION	N/A	NOT APPLICABLE	UON	UNLESS OTHERWISE NOTED
DN	DOWN	NIC	NOT IN CONTRACT	V	
DS	DOWNSPOUT	NTS	NOT TO SCALE	VCT	VINYL COMPOSITION TILE
DTL	DETAIL	O		VERT	VERTICAL
DW	DISHWASHER	O/	OVER	VEST	VESTIBULE
DWG	DRAWING	OC	ON CENTER	VGDF	VERTICAL GRAIN DOUGLAS FIR
E		OD	OUTSIDE DIAMETER	VIF	VERIFY IN FIELD
(E)	EXISTING	OFC	OFFICE	W	WASHER
EA	EACH	OFD	OVERFLOW DRAIN	W	WITH
EB	EXPANSION BOLD	OH	OVERHEAD	WC	WATER CLOSET
EJ	EXPANSION JOINT	OITC	OUTSIDE-INSIDE TRANSMISSION CLASS	WD	STACKED WASHER AND DRYER
ELEV	ELEVATION OR ELEVATOR	OPP	OPPOSITE	WD	WOOD
ELEC	ELECTRIC	OPP HD,	OPPOSITE HAND	WDW	WINDOW
ENCL	ENCLOSURE, ENCLOSED	OPNG	OPENING	WH	WATER HEATER
EP	ELECTRIC PANEL	P		WO	WITHOUT
EQ	EQUAL	PCC	PRECAST CONCRETE	W.O.	WHERE OCCURS
EQPT	EQUIPMENT	PERF	PERFORATED	WP	WATERPROOF
EXP	EXPANSION	PL	PLATE	WRB	WATER RESISTIVE BARRIER
EXT	EXTERIOR	P.L	PROPERTY LINE	WS	WHEELSTOP
F		PLAM	PLASTIC LAMINATE	WSCT	WAINSCOT
FACP	FAIRE ALARM CONTROL PANEL	PR	PAIR	WWF	WELDED WIRE FABRIC
FAU	FORCED AIR UNIT	PT	PRESSURE TREATED OR POST TENSIONED		
FCB	FIBER CEMENT BOARD				
FCP	FIBER CEMENT PANEL				
FD	FLOOR DRAIN OR FIRE DEPARTMENT				

ARCHITECTURAL DRAWING SYMBOLS



PYATOK

1611 TELEGRAPH AVE.
 SUITE 200
 OAKLAND, CA 94612
 T. 510.465.7010 | F. 510.465.8575
 www.pyatok.com

FRIENDSHIP HOUSE

56 Julian Ave
 San Francisco, CA
 94103



THE VILLAGE SF

80 JULIAN AVENUE
 SAN FRANCISCO, CA 94103

STAMP:

NO.	ISSUE	DATE
1	50% SD	09/03/2021
2	PRJ RESUB.	01/10/2022
3	FINAL CEQA SUBMITTAL	10/31/2022

JOB NUMBER: 1841
 DRAWN BY: RRRSS
 CHECKED BY: JMPW
 ISSUE DATE: 10/31/2022
 SCALE: As indicated
 TITLE: TITLE SHEET

SHEET:
G0.00

PRELIMINARY - Not for Construction -



Sheet Number	Sheet Name
GENERAL	
G0.00	TITLE SHEET
G0.02	RENDERINGS
G0.03	RENDERINGS
G0.04	SITE PHOTOS
G0.10	PLANNING CODE DIAGRAMS
G0.11	UNPROTECTED OPENING CALCULATIONS
G0.30	MATERIAL & COLOR BOARD
SURVEY	
S1.0	SITE SURVEY - PAGE 1 OF 2
S1.1	SITE SURVEY - PAGE 2 OF 2
CIVIL	
C1.01	CIVIL SITE PLAN
C2.01	TYPICAL SECTIONS
C3.01	PAVING PLAN
C4.01	GRADING PLAN
C5.01	CIVIL UTILITY PLAN
C6.01	STORMWATER CONTROL PLAN
LANDSCAPE	
L1.00	EXISTING TREES
ARCHITECTURE	
A1.00	SITE PLAN
A1.01	SITE PLAN - EXISTING CONDITIONS
A2.00A	FLOOR PLAN - LOWER BASEMENT
A2.00B	FLOOR PLAN - UPPER BASEMENT
A2.01	FLOOR PLAN - LEVEL 1
A2.02	FLOOR PLAN - LEVEL 2
A2.03	FLOOR PLAN - LEVEL 3
A2.04	FLOOR PLAN - LEVEL 4
A2.05	FLOOR PLAN - LEVEL 5
A2.06	FLOOR PLAN - LEVEL 6
A2.07	FLOOR PLAN - ROOF
A2.08	FLOOR PLAN - PENTHOUSE
A3.00	ELEVATION - NORTH
A3.01	ELEVATION - EAST
A3.02	ELEVATION - WEST
A3.03	ELEVATION - SOUTH
A3.04	SECTION A
A3.05	SECTION B



THE VILLAGE SF
 80 JULIAN AVENUE
 SAN FRANCISCO, CA 94103

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JOB NUMBER: 1841
 DRAWN BY: RRS
 CHECKED BY: JMPW
 ISSUE DATE: 10/31/2022
 SCALE: As indicated
 TITLE:
DRAWING INDEX

SHEET:
G0.01

FRIENDSHIP HOUSE
56 Julian Ave
San Francisco, CA
94103



THE VILLAGE SF
80 JULIAN AVENUE
SAN FRANCISCO, CA 94103

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JOB NUMBER: 1841
DRAWN BY: RRS
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ISSUE DATE: 10/31/2022
SCALE: As indicated

TITLE:
RENDERINGS

SHEET:
G0.02

PRELIMINARY - Not for Construction -

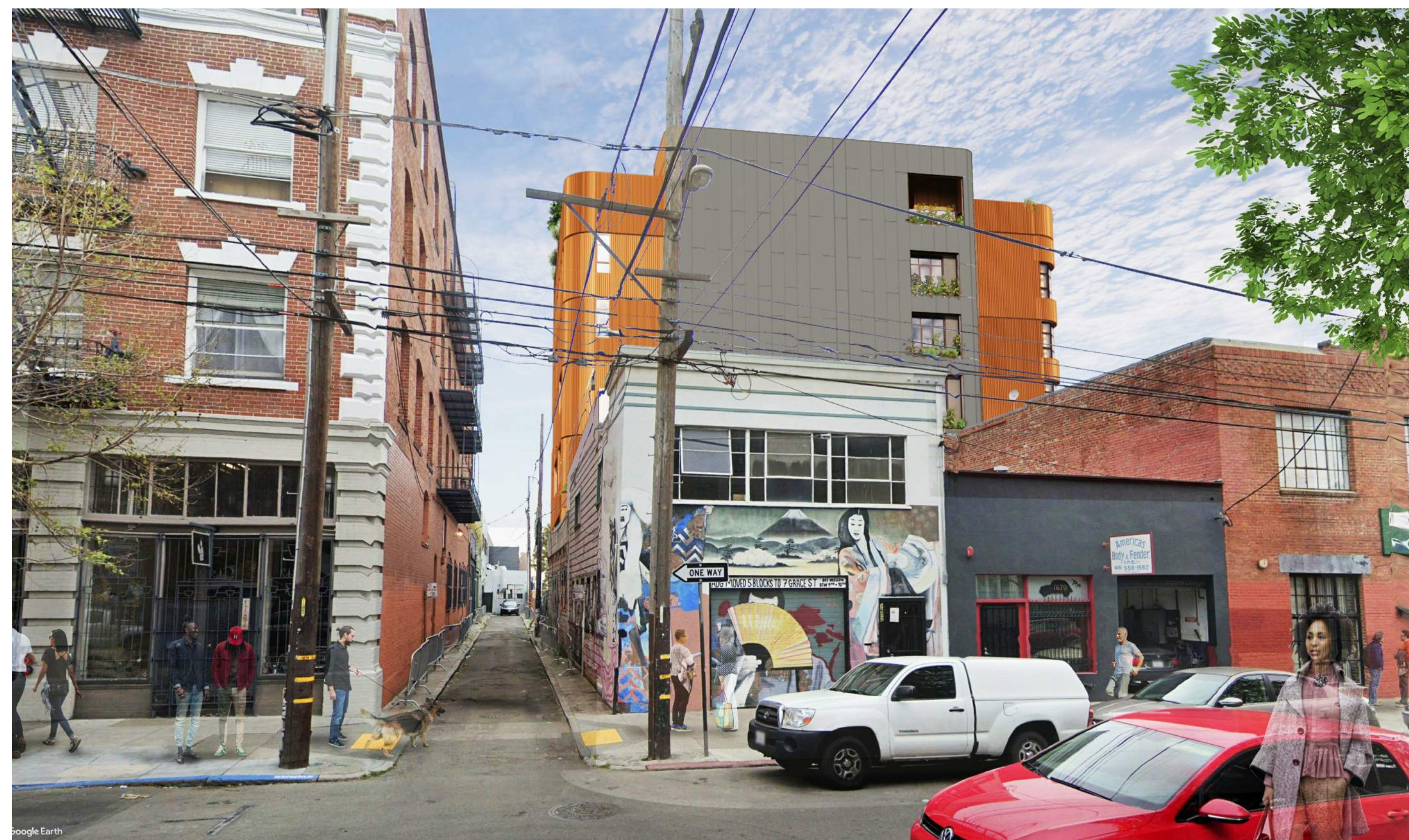
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VIEW FROM JULIAN AVE. LOOKING TO SOUTH WEST



VIEW FROM JULIAN AVE. LOOKING TO NORTH WEST



VIEW FROM 15TH STREET LOOKING UP CALEDONIA (NORTH)



VIEW FROM COURTYARD LOOKING TO SOUTH



AERIAL VIEW FROM SOUTH WEST



AERIAL VIEW FROM NORTH EAST - WITHOUT NEW BUILDING



AERIAL VIEW FROM NORTH EAST - WITH NEW BUILDING



THE VILLAGE SF
80 JULIAN AVENUE
SAN FRANCISCO, CA 94103

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JOB NUMBER: 1841
DRAWN BY: RRS
CHECKED BY: JMPW
ISSUE DATE: 10/31/2022
SCALE: As indicated
TITLE: RENDERINGS

SHEET:
G0.03

PRELIMINARY - Not for Construction -

FRIENDSHIP HOUSE
56 Julian Ave
San Francisco, CA
94103



A) 15th Street



B) 15th Street



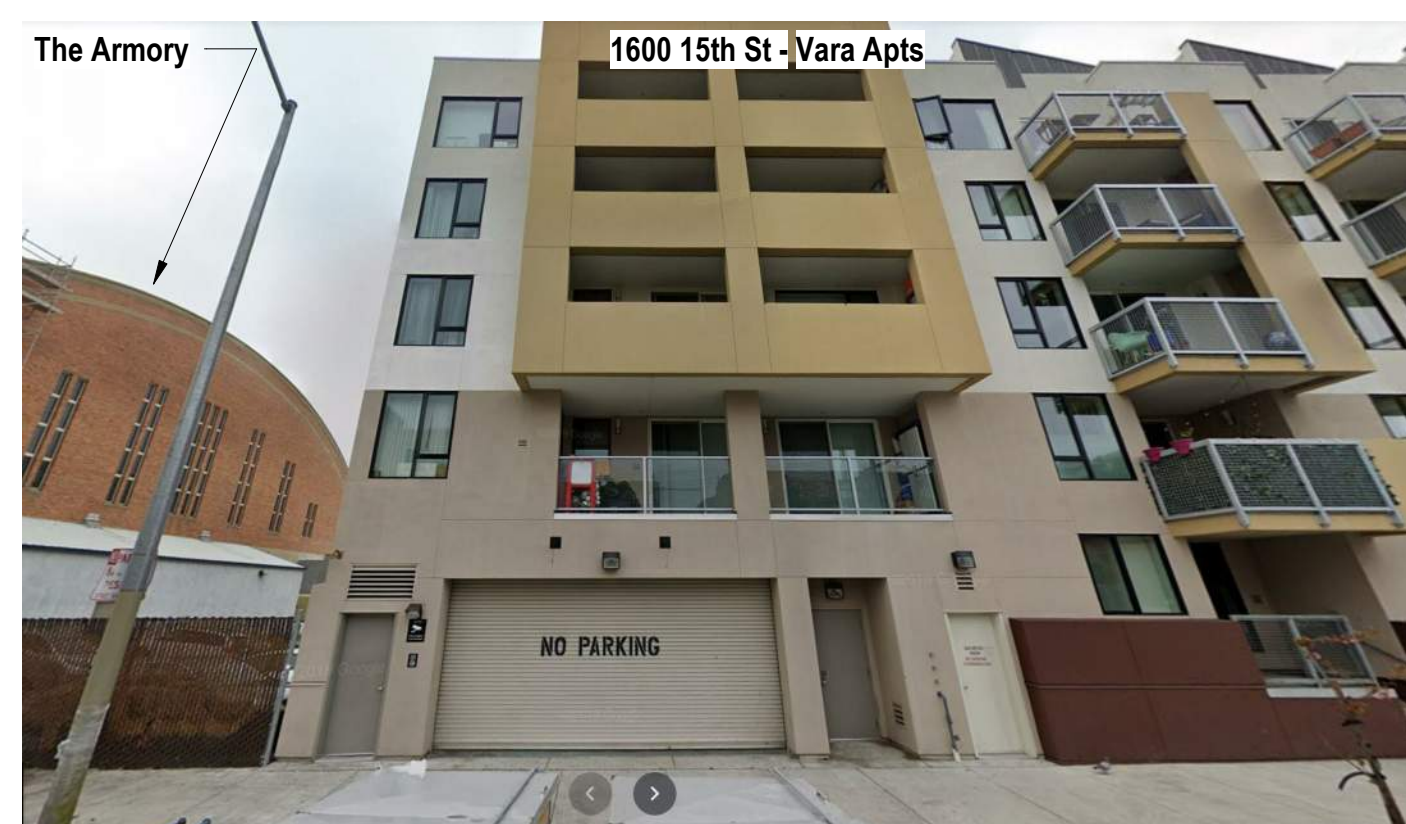
C) Caledonia Street



A) Julian Ave - Facing Side



B) Julian Ave - Facing Side



C) Julian Ave - Facing Side



D) Julian Ave - Facing Side



A) Julian Ave - Same Side



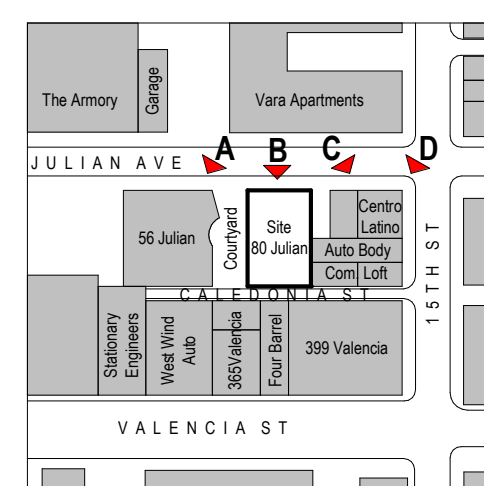
B) Julian Ave - Same Side



C) Julian Ave - Same Side



D) Julian Ave - Same Side



THE VILLAGE SF
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SAN FRANCISCO, CA 94103

STAMP:

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JOB NUMBER: 1841
DRAWN BY: RRS
CHECKED BY: JMP/PW
ISSUE DATE: 10/31/2022
SCALE: As indicated

TITLE: **SITE PHOTOS**

SHEET: **G0.04**

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San Francisco Planning Code SEC. 145.1.1:

Ground Floor Ceiling Height:

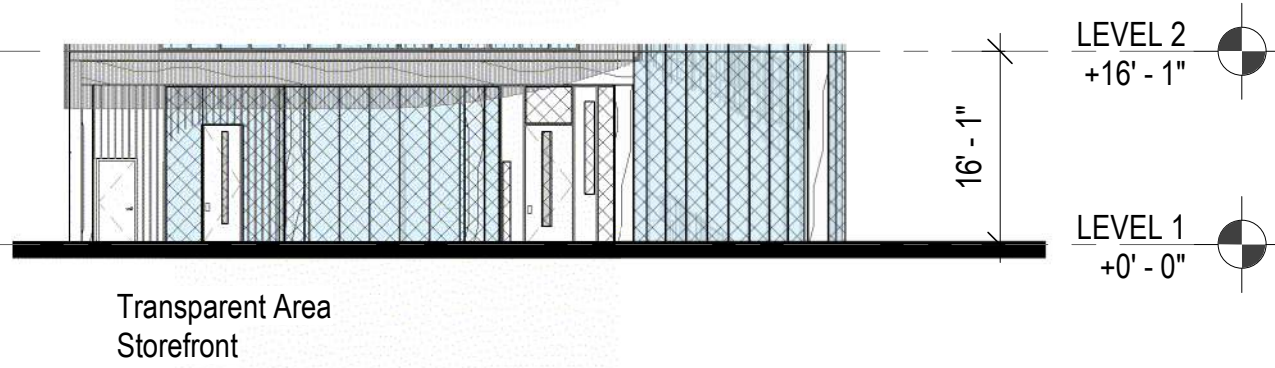
Ground floor Non-Residential Uses in all C-3, NCT, DTR, Chinatown Mixed Use, SPD, RED-MX, VMUG, MUG, MUR, WMUO, CMUO and MUO Districts shall have a minimum floor-to-floor height of 14 feet, as measured from grade.

Provided: 16'-1" height ground floor to 2nd floor

Transparency and Fenestration:

Frontages with active uses that are not PDR must be fenestrated with transparent windows and doorways for no less than 60% of the street frontage at the ground level and allow visibility to the inside of the building. The use of dark or mirrored glass shall not count towards the required transparent area.

Level 1 Facade area = 1039.19 sf 60% = 623.51
Transparent Area Provided = 624 = 60%



TRANSPARENCY DIAGRAM @ FACADE FACING JULIAN AVE. ②
1/16" = 1'-0"

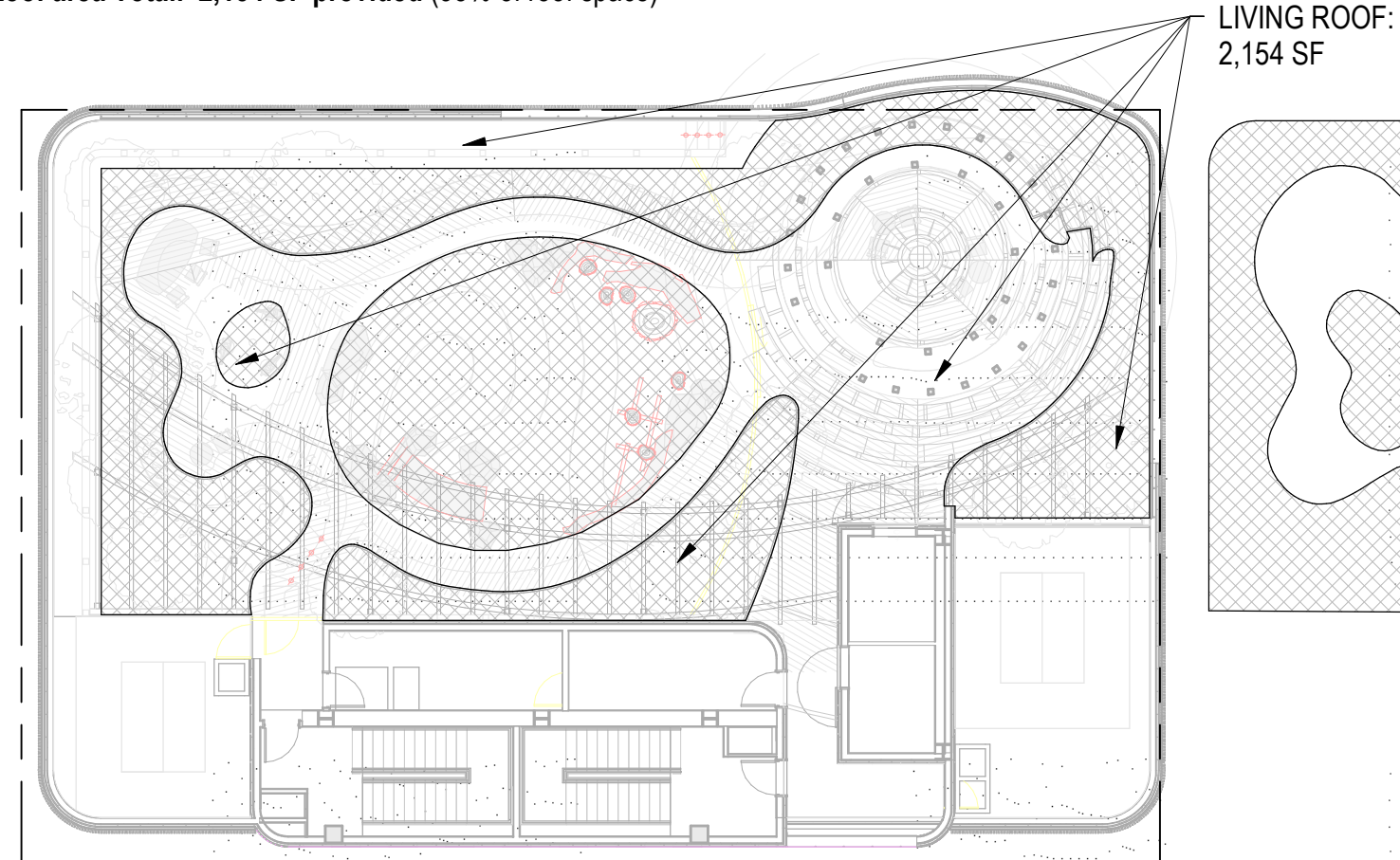
Better Roof Ordinance:

Total Roof Area: 6,206 SF (excludes enclosed roof areas)
Min. Better Roof Area: 1,862 SF (min 30% Green/Living Roof)

Better roof area square footage provided:

Solar Zone: 0 SF
Living Roof: approx. 2,154 SF* ((30% min Green/Living Roof in lieu of Solar Zone requirements)
*includes Agricultural area

Better roof area Total: 2,154 SF provided (35% of roof space)

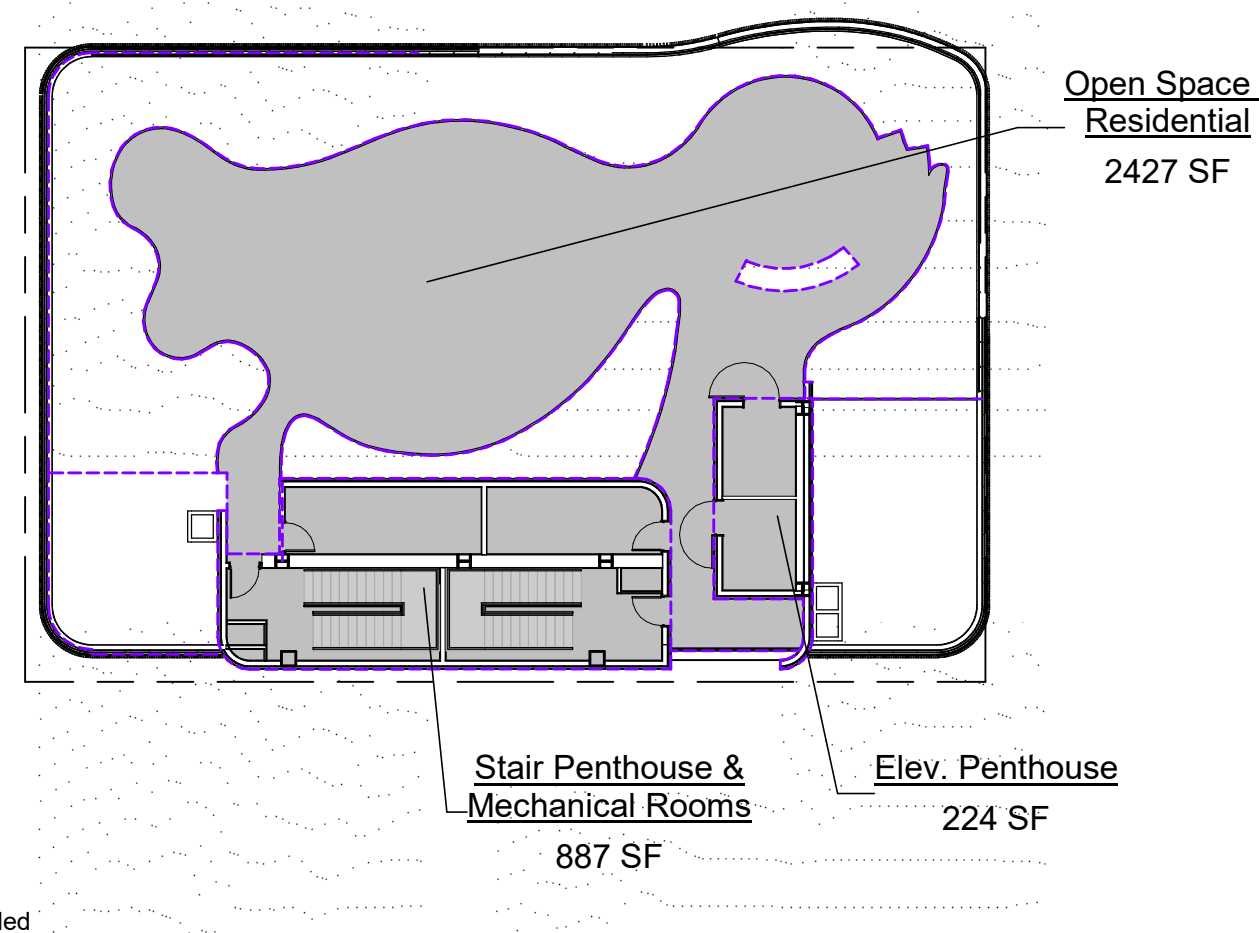


ROOF DIAGRAM- BETTER ROOF ORDINANCE ①
1/16" = 1'-0"

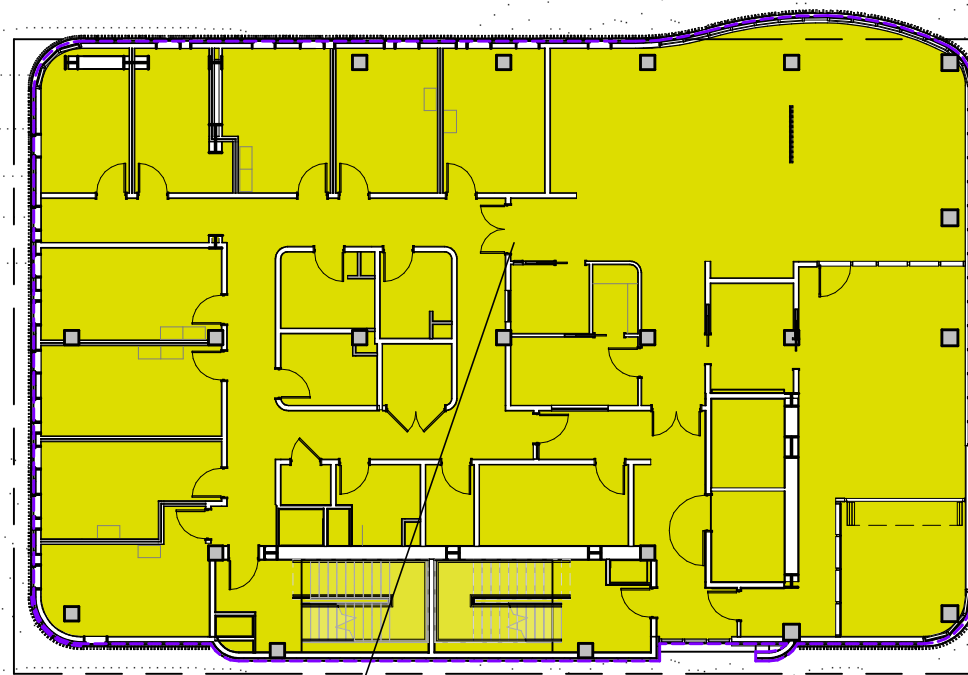
Occupied Floor Area (Per SFP Sec. 102): Floor area devoted to, or capable of being devoted to, a principal or Conditional Use and its accessory uses. For purposes of computation, "Occupied Floor Area" shall consist of the Gross Floor Area, as defined in this Code, minus the following:

- (a) Accessory parking and loading spaces and driveways, and maneuvering areas incidental thereto;
- (b) Exterior walls of the building;
- (c) Mechanical equipment, appurtenances, and areas necessary to the operation or maintenance of the building itself, wherever located in the building;
- (d) Restrooms and space for storage and services necessary to the operation and maintenance of the building itself, wherever located in the building;
- (e) Space in a retail store for store management, show windows, and dressing rooms, and for incidental repairs, processing, packaging, and stockroom storage of merchandise for sale on the premises; and
- (f) Incidental storage space for the convenience of tenants.

	Class 1 Bike Spaces Required 9 Required	Class 2 Bike Spaces Required 9 Required
Community Facility	Minimum two spaces or one Class 1 space for every 5,000 square feet of Occupied Floor Area. 17,464 / 5,000 = 3.49	Minimum two spaces or one Class 2 space for every 2,500 occupied square feet of publicly-accessible or exhibition area. 17,464 / 2,500 = 6.98 = 7 Spaces Required
Residential	One Class 1 space for every four beds. # Beds = 21 / 4 = 5.25	Minimum two spaces. Two Class 2 spaces for every 100 beds. 2 Spaces Required
Total	3.49 + 5.25 = 8.74 = 9 Spaces Required	7 + 2 = 9 Spaces Required



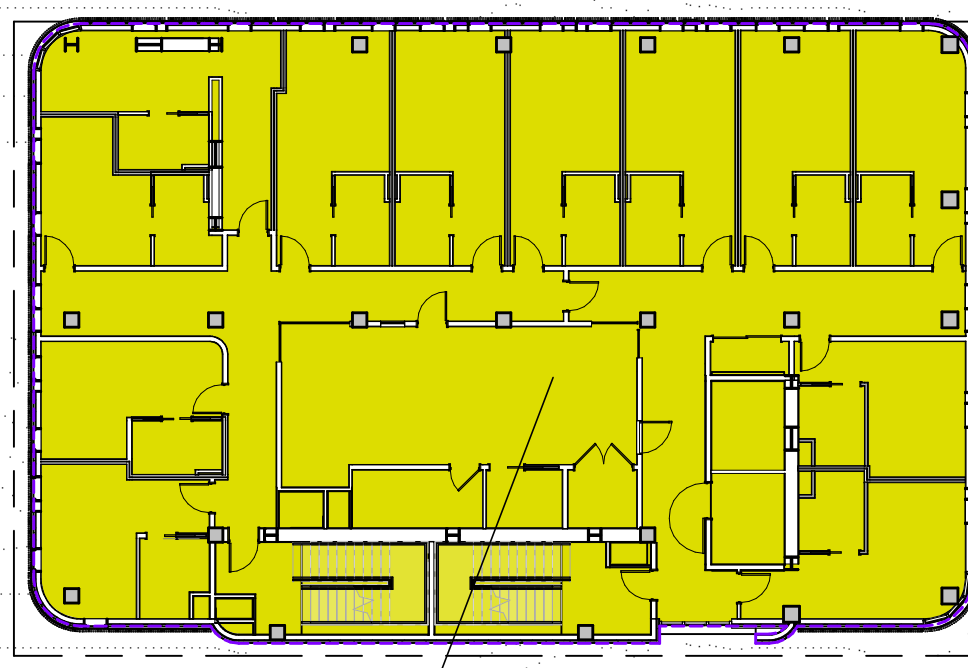
ROOF ⑩
1" = 20'-0"



Women's Lodge
6257 SF

Group Housing

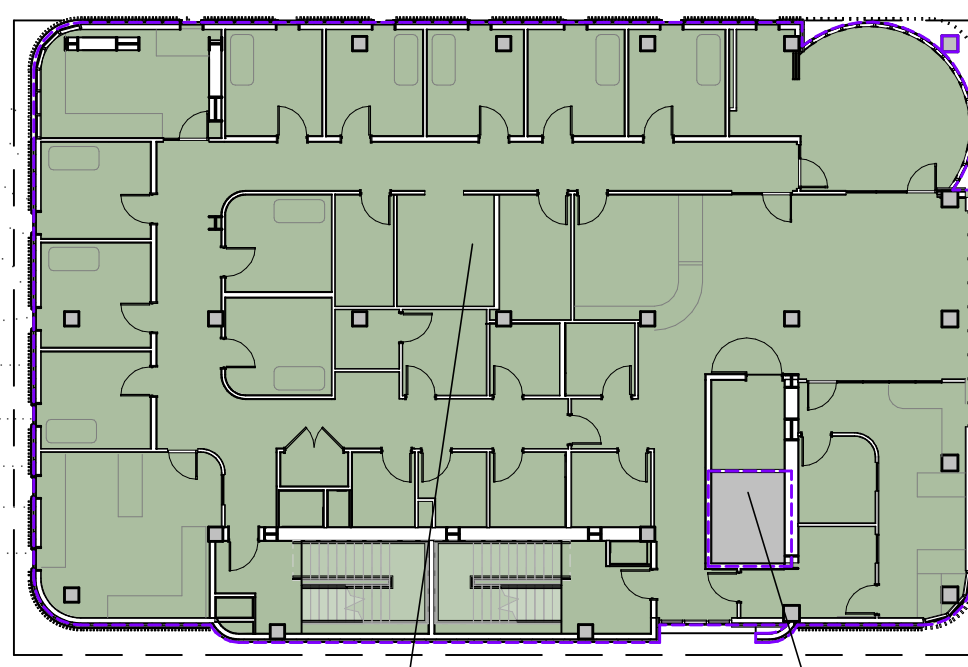
LEVEL 6 ⑨
1" = 20'-0"



Graduate Intern Housing
6207 SF

Group Housing

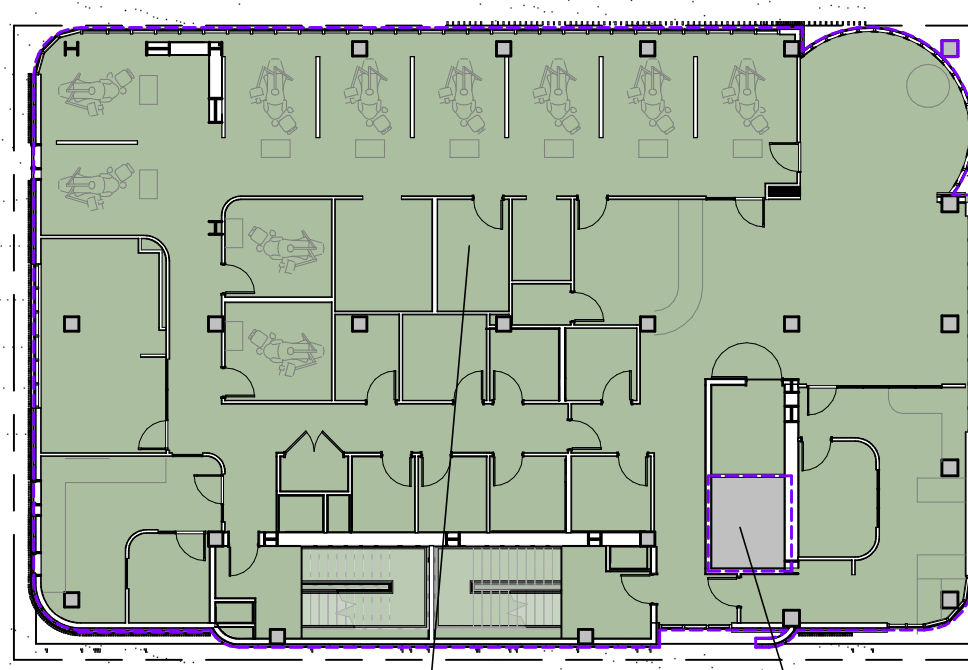
LEVEL 5 ⑧
1" = 20'-0"



Medical & Behavioral Clinic
6095 SF

Community Facility
Excluded

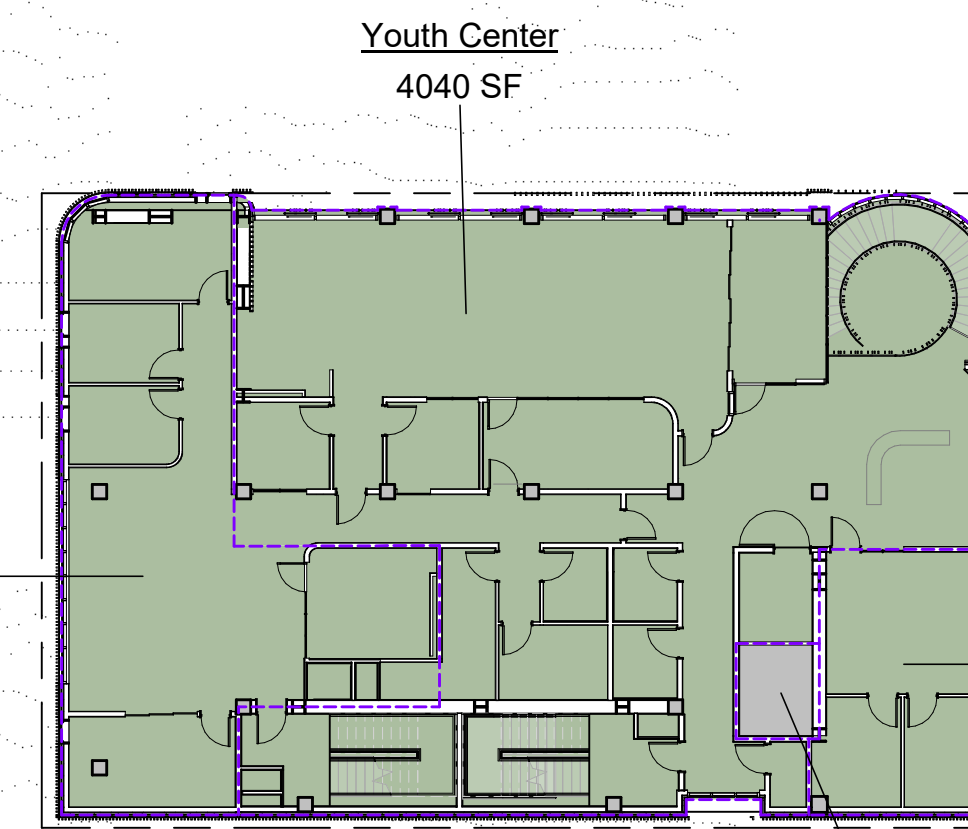
LEVEL 4 ⑦
1" = 20'-0"



NAHC Dental Clinic
6095 SF

Community Facility
Excluded

LEVEL 3 ⑥
1" = 20'-0"



Administration
1518 SF

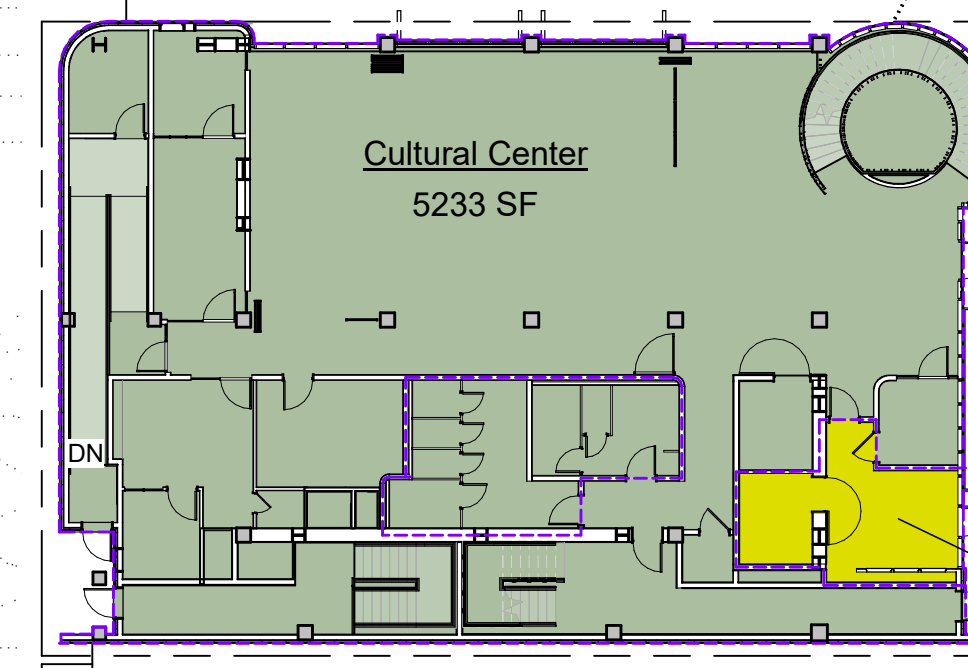
Youth Center
4040 SF

Administration
532 SF

Resi. Elevator
86 SF

Community Facility
Excluded

LEVEL 2 ⑤
1" = 20'-0"

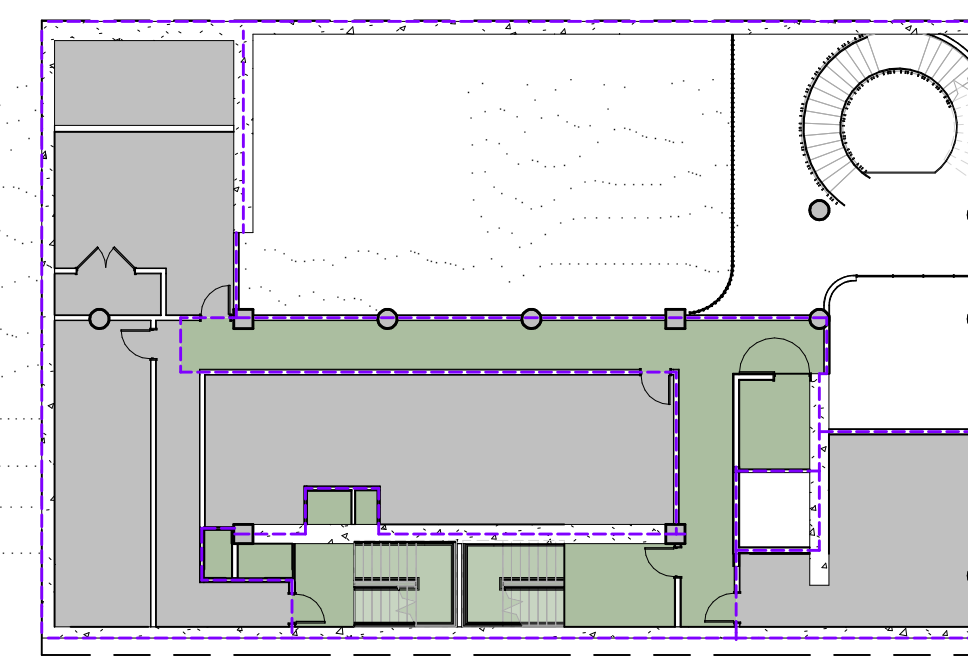


Cultural Center
5233 SF

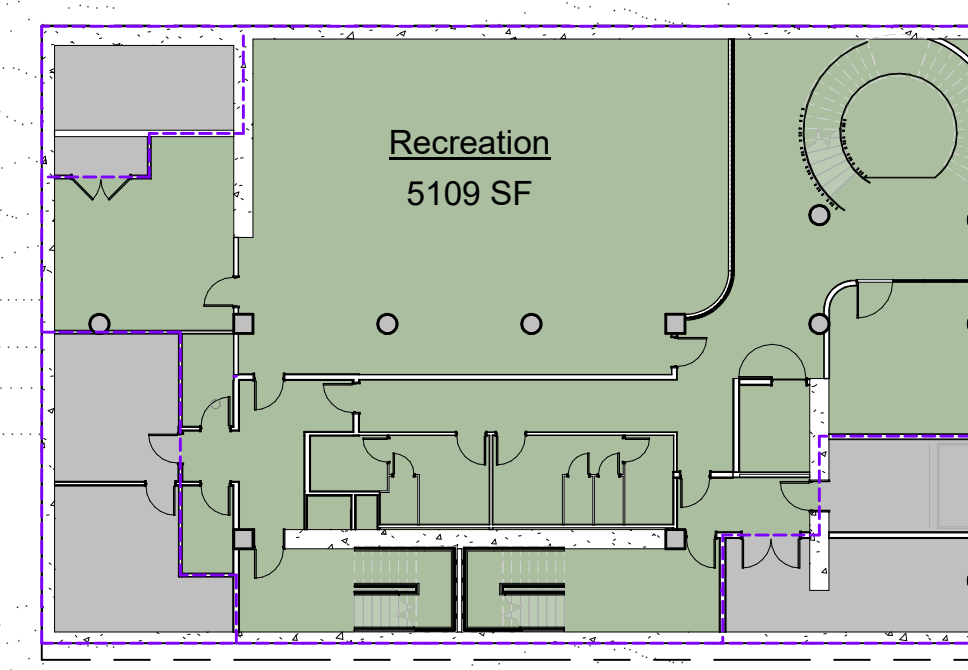
Group Housing Lobby
299 SF

Community Facility
Group Housing

LEVEL 1 ④
1" = 20'-0"



UPPER BASEMENT ⑫
1" = 20'-0"



LOWER BASEMENT ③
1" = 20'-0"

PER SEC. 102 OF THE SAN FRANCISCO PLANNING CODE: FLOOR AREA, GROSS IS DEFINED AS... THE SUM OF THE GROSS AREAS OF THE SEVERAL FLOORS OF A BUILDING OR BUILDINGS, MEASURED FROM THE EXTERIOR FACES OF EXTERIOR WALLS... WHERE COLUMNS ARE OUTSIDE AND SEPARATED FROM AN EXTERIOR WALL (CURTAIN WALL) THAT ENCLOSES THE BUILDING SPACE OR ARE OTHERWISE SO ARRANGED THAT THE CURTAIN WALL IS CLEARLY SEPARATE FROM THE STRUCTURAL MEMBERS, THE EXTERIOR FACE OF THE CURTAIN WALL SHALL BE THE LINE OF MEASUREMENT, AND THE AREA OF THE COLUMNS THEMSELVES AT EACH FLOOR SHALL ALSO BE COUNTED.

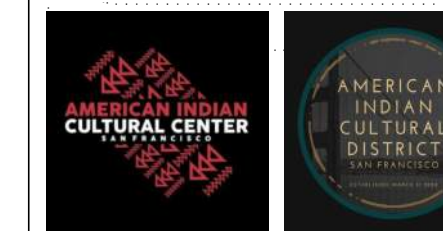
Building Gross Floor Area By Level/Use - SFPC	
Name	Area
LOWER BASEMENT	
Recreation	5109 SF
UPPER BASEMENT	
Upper Basement	1161 SF
LEVEL 1	
Cultural Center	5233 SF
Group Housing Lobby	299 SF
Restrooms	425 SF
LEVEL 2	
Youth Center	4040 SF
Administration	1518 SF
Administration	532 SF
LEVEL 3	
NAHC Dental Clinic	6095 SF
LEVEL 4	
Medical & Behavioral Clinic	6095 SF
LEVEL 5	
Graduate Intern Housing	6207 SF
LEVEL 6	
Women's Lodge	6257 SF
Total Area	42971 SF

Gross Floor Area by Use - Per SFP 102	
Use	Area
Community Facility	30209 SF
Group Housing	12762 SF
Total Area	42971 SF

Roof Area Schedule	
Name	Area
ROOF	
Stair Penthouse & Mechanical Rooms	887 SF
Elev. Penthouse	224 SF
Open Space - Residential	2427 SF
Total Area	3538 SF

Required Open Space Area for Group Housing:

100sf per Residential Unit / 3 :
21 x 100sf / 3 = 700sf Required
Provided Open space = 2427 sf



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TITLE: PLANNING CODE DIAGRAMS



THE VILLAGE SF
80 JULIAN AVENUE
SAN FRANCISCO, CA 94103

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 SCALE: As indicated
 TITLE: MATERIAL & COLOR BOARD

SHEET:
G0.30

Mass Timber



Terracotta Baguette Rainscreen
Colors Vary, Exact Colors TBD



Terracotta Baguette Detail



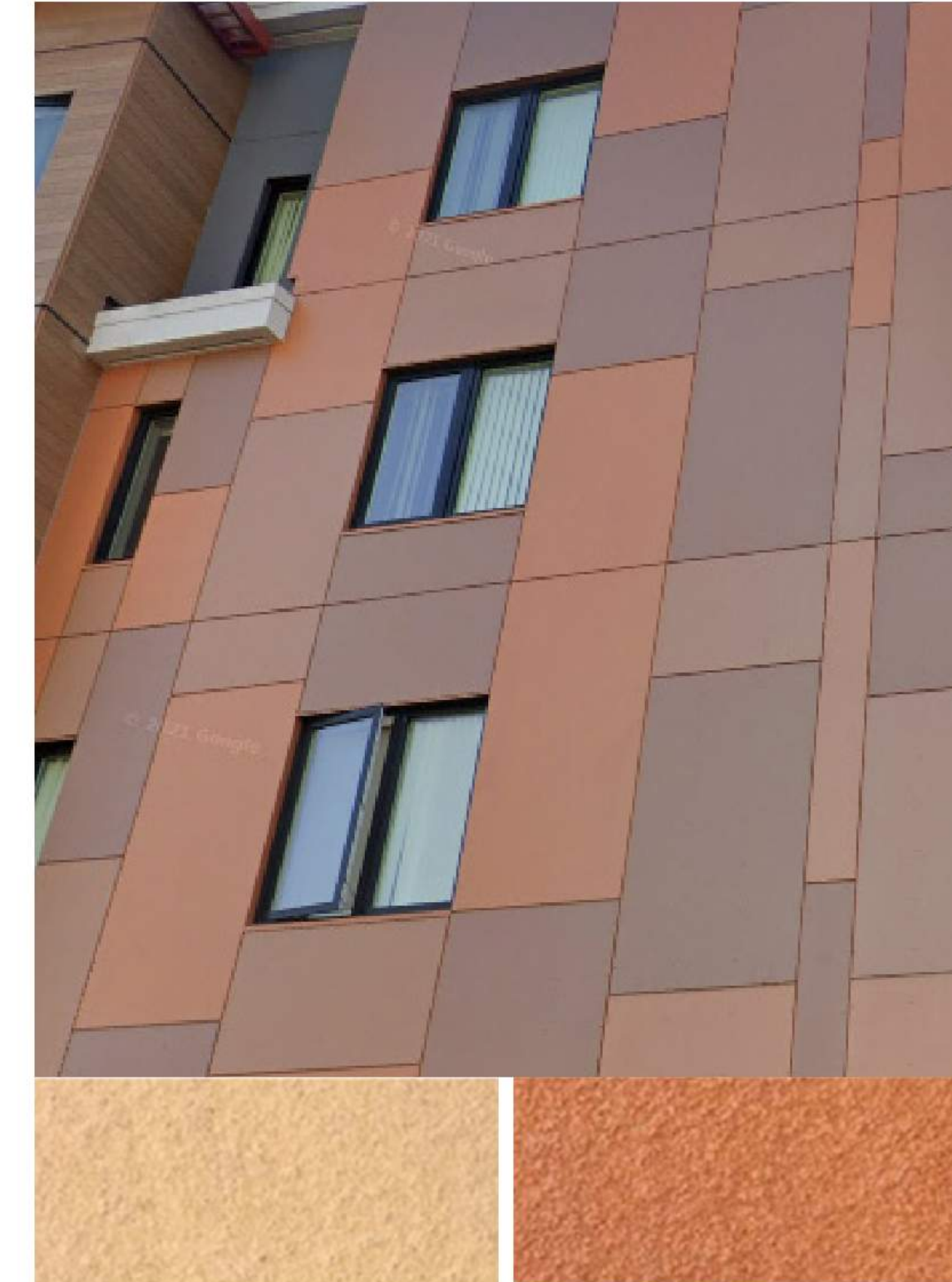
Solid Wood Doors
Species and Color TBD



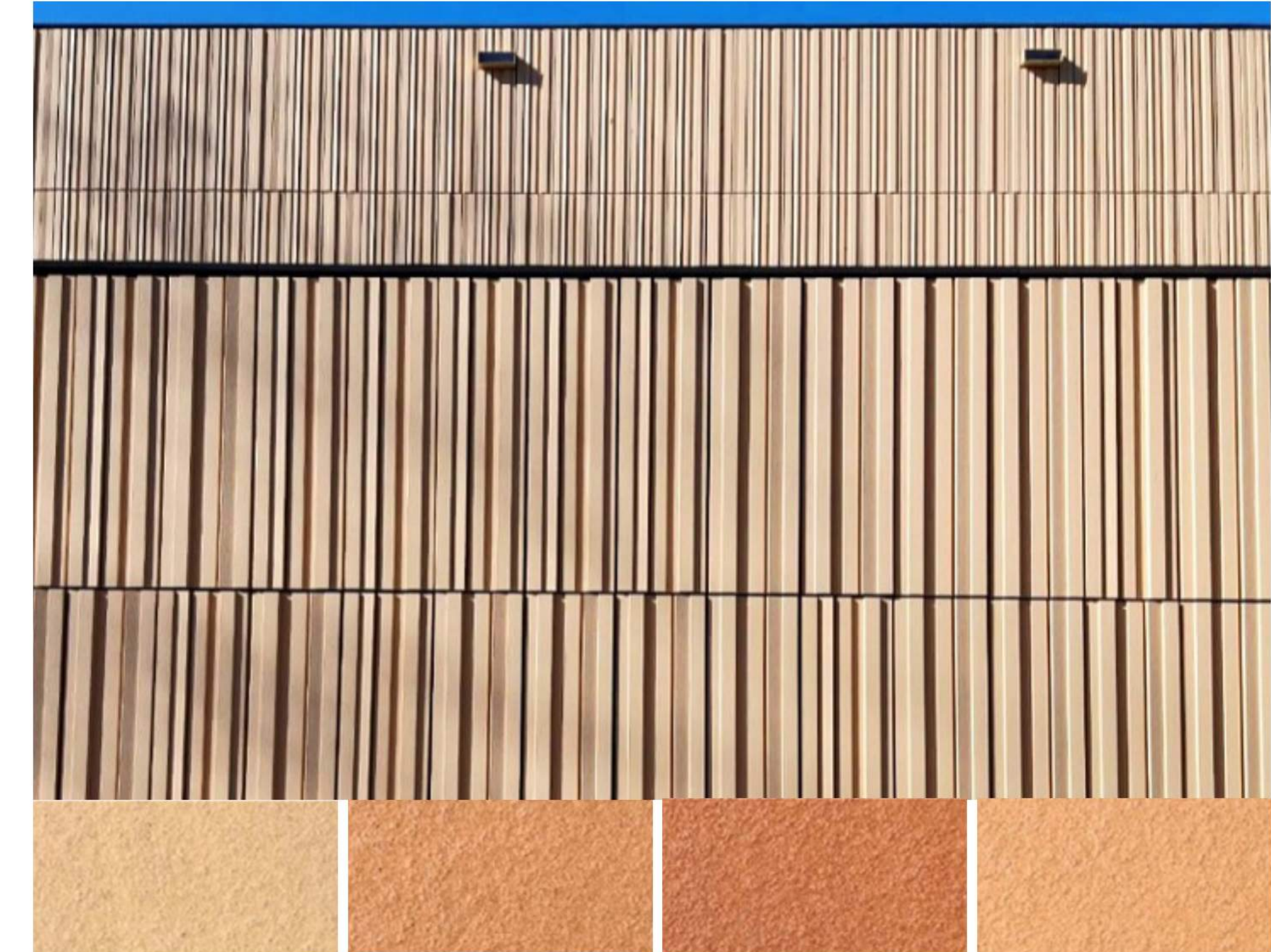
Exposed Cedar for Trellises at Courtyard and Roof
Sealed, Clear



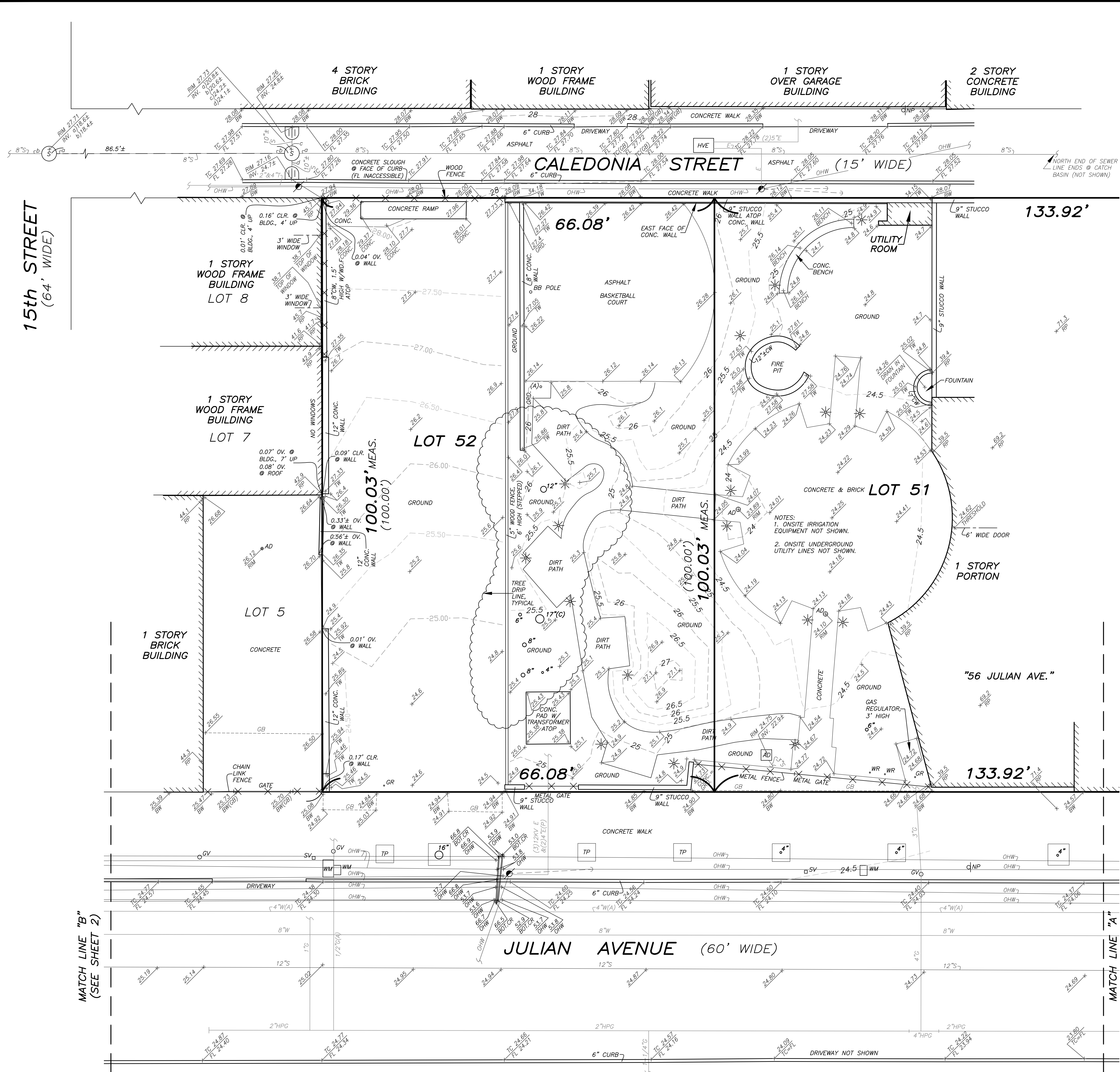
Anodized Aluminum Storefront
Dark Bronze Color



Fiber Cement Panel
Exact Color TBD



Custom Profile Terracotta Rainscreen
Exact Color TBD



LEGEND

TC	TOP OF CURB	WM	WATER METER
FL	FLOW LINE	GR	GAS RISER, 1' HIGH
BW	BACK OF WALK	GV	GAS VALVE
GB	GRADE BREAK	G	GAS BOX
TW	TOP OF WALL	GR	GAS RISER
INW	INVERT	WR	WATER RISER
CONC.	CONCRETE	*	LIGHT POLE, 3' HIGH
GRD.	GROUND	°(A)	ABANDONED LIGHT POLE
CW	CONCRETE WALL	○	TREE
CLR.	CLEAR OF PROPERTY LINE	○(C)	TREE CLUSTER
OV.	OVER PROPERTY LINE	AD	AREA DRAIN
BOT.CR	BOTTOM OF JOINT POLE	AD	AREA DRAIN
OHW	OVERHEAD UTILITY WIRE(S)	BB	BASKETBALL HOOP POLE
○	SEWER MANHOLE	○	FIRE HYDRANT
HVE	HIGH VOLTAGE PULLBOX	AU	ABANDONED UTILITY COVER
○	JOINT POLE	○	UNKNOWN COVER
○	JOINT POLE W/CROSS ARMS	E	ELECTRIC LINE
NP	NO PARKING SIGN	G	GAS LINE
ST	STREET SIGN	HPG	HPG PRESSURE GAS LINE
STOP	STOP SIGN	S	SEWER LINE
PED	PEDESTRIAN SIGN	T	TELEPHONE LINE
2"	TREE PIT W/TREE	W	WATER LINE
TP	TREE PIT (NO TREE)	(P)	PIPE
SV	SEWER VENT	G(A)	ABANDONED GAS LINE
		W(A)	ABANDONED WATER LINE

GENERAL NOTES

- ALL DISTANCES ARE IN FEET AND DECIMALS THEREOF.
- ALL ANGLES ARE 90 DEGREES UNLESS NOTED OTHERWISE.
- THIS DRAWING IS AN UPDATE TO A DRAWING PREVIOUSLY PREPARED AND DATED APRIL 29, 2011. THE CURRENT SURVEY AND MAPPING WERE CONDUCTED OVER THE SOUTHERLY PORTION OF LOT 52, WHERE A 2 STORY BUILDING EXISTED AND HAS SINCE BEEN REMOVED. ADDITIONAL UPDATES INCLUDE UNDERGROUND UTILITY MAPPING AND OTHER MISCELLANEOUS FEATURES LOCATED.
- A RECORD MAP ON LOT 52 HAS BEEN FILED, ENTITLED, "RECORD OF SURVEY 7342", RECORDED DECEMBER 3, 2012 IN BOOK EE OF MAPS, PAGE 57, OFFICE OF THE RECORDER, CITY AND COUNTY OF SAN FRANCISCO.

BENCHMARK NOTE

"+" CUT ON WESTERLY RIM OF SEWER MANHOLE AT THE NORTHEASTERLY INTERSECTION OF 14TH STREET AND VALENCIA STREET, ELEVATION = 29.34 FEET, HISTORIC SAN FRANCISCO CITY DATUM.

BASIS OF SURVEY

- CITY OF SAN FRANCISCO MONUMENT MAP NOS. 259 AND 261, ON FILE IN THE OFFICE OF THE CITY AND COUNTY SURVEYOR.
- BLOCK DIAGRAM OF MISSION BLOCK No. 30, DATED MAY 20, 1910, ON FILE IN THE OFFICE OF THE CITY AND COUNTY SURVEYOR.

SURVEY REFERENCE

CERTIFICATE OF COMPLIANCE, RECORDED DECEMBER 17, 2010 AS DOCUMENT NO. 2010-1104361, OFFICIAL RECORDS OF THE CITY AND COUNTY OF SAN FRANCISCO, STATE OF CALIFORNIA.

UTILITY NOTE

THE UTILITIES EXISTING ON THE SURFACE AND SHOWN ON THIS DRAWING HAVE BEEN LOCATED BY FIELD SURVEY. ALL UNDERGROUND UTILITIES SHOWN ON THIS DRAWING ARE FROM RECORDS OF THE VARIOUS UTILITY COMPANIES AND THE SURVEYOR DOES NOT ASSUME RESPONSIBILITY FOR THEIR COMPLETENESS, INDICATED LOCATION OR SIZE. RECORD UTILITY LOCATION SHOULD BE CONFIRMED BY EXPOSING THE UTILITY. DUE TO THE PROLIFERATION OF TELECOMMUNICATION COMPANIES, NOT ALL UNDERGROUND RECORDS ARE AVAILABLE. THEREFORE, THERE MAY BE TELECOMMUNICATION LINES NOT SHOWN HEREON.

SITE SURVEY
OF A PORTION OF ASSESSOR'S BLOCK NO. 3547
FOR
**THE FRIENDSHIP HOUSE ASSOCIATION
OF AMERICAN INDIANS**

SAN FRANCISCO		CALIFORNIA	
SCALE: 1" = 8'	DATE: 1/5/21	SURV: DD/MV	DES:
SHEET: 1	OF: 2	DRW: JP	CHK: BG
JOB NO. T-1000	MARTIN M. RON ASSOCIATES LAND SURVEYORS 859 HARRISON STREET, SUITE 200 SAN FRANCISCO, CA 94107 (415) 543-4500	CADD FILE: T-1000.DWG	

5-25-21 ADDITIONAL TOPOGRAPHY ON JULIAN AVE.

LEGEND

- PROJECT PARCEL LINE
- LIMITS OF WORK

ABBREVIATIONS

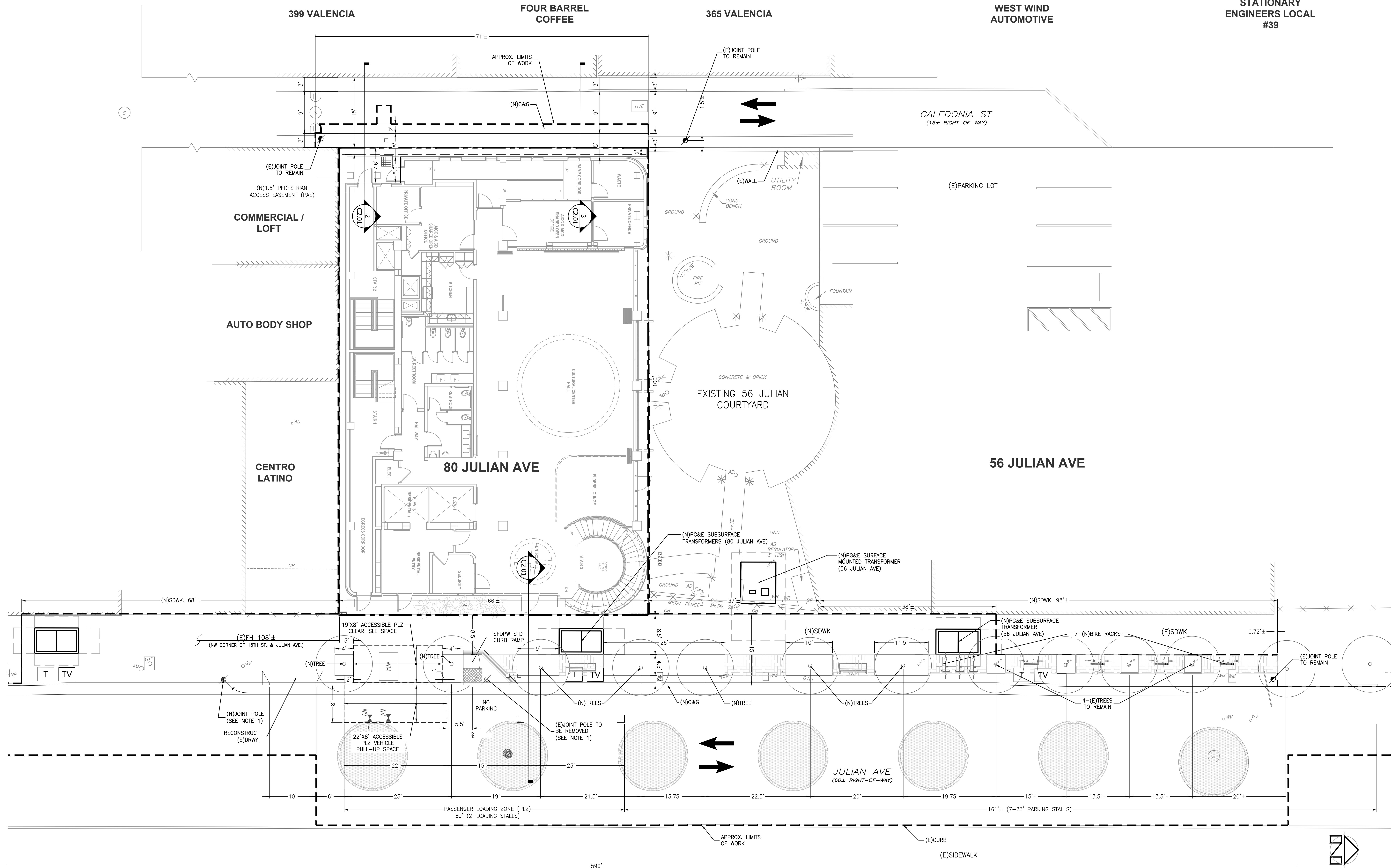
AB	AGGREGATE BASE	LC	LIP OF GUTTER
BLDG	BUILDING	(N)	NEW
BTM	BOTTOM	PG&E	PACIFIC GAS & ELECTRIC
BW	BACK OF WALK	PL	PROPERTY LINE
CB	CATCH BASIN	PVC	POLYVINYL CHLORIDE
CO	CLEAN OUT	RIM	RIM ELEVATION
DI	DRAINAGE INLET	SD	STORM DRAIN
DIP	DUCTILE IRON PIPE	SDU	STORM DRAIN LINE
DW	DOMESTIC WATER	S.S.D.	SEE STRUCTURAL DRAWINGS
(E)	EXISTING	SS	SANITARY SEWER
EG	EXISTING GRADE	SDMH	STORM DRAIN MANHOLE
ETS	ELECTROLYSIS TEST STATIONS	SSCO	SANITARY SEWER CLEANOUT
FL	FLOW LINE	SSMH	SANITARY SEWER MANHOLE
FG	FINISH GRADE	SV	SANITARY SEWER FRESH AIR INLET
FH	FIRE HYDRANT	TC	TOP OF CURB
FO	FIBER OPTIC	UG	UNDERGROUND
FW	FIRE WATER	VERT	VERTICAL
GB	GRADE BREAK	W	WATER
GV	GAS VALVE	WM	WATER METER
HDPE	HIGH DENSITY POLYETHYLENE		
HORIZ	HORIZONTAL		
I.E.	INVERT ELEVATION		
LF	LINEAR FEET		

KEY NOTES

- 1 NOT USED.

SHEET NOTES

1. EXISTING OVERHEAD LINES ALONG PROJECT FRONTAGE ALONG JULIAN AVENUE TO BE CONVERTED TO UNDERGROUND. SEE JOINT TRENCH PLANS FOR DESIGN INFORMATION.
2. CURB RETURN RADII AND CURB DATA ARE TO FACE OF CURB UNLESS OTHERWISE NOTED.
3. CONTRACTOR TO OBTAIN ENCROACHMENT/ SIDEWALK PERMITS PRIOR TO PERFORMING ANY WORK IN PUBLIC RIGHT-OF-WAY.
4. CONTRACTOR SHALL EXERCISE EXTREME CARE TO CONFORM TO THE LINES, GRADES, SECTIONS AND DIMENSIONS SET FORTH ON THESE PLANS.
5. REFER TO LANDSCAPE PLANS FOR LANDSCAPING, AND SPECIAL PAVEMENT DETAILS.
6. UNLESS OTHERWISE NOTED, REFER TO THE CITY OF SAN FRANCISCO STANDARD PLANS AND SPECIFICATIONS.
7. THICKNESS PAVEMENT TO BE EITHER 8-INCH MIN. CONCRETE OR 2-INCH MIN. ASPHALT OVER AN 8-INCH MIN. CONCRETE BASE.



STATIONARY ENGINEERS LOCAL #39

PYATOK

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OAKLAND, CA 94612
T. 510.465.7010 | F. 510.465.8575
www.pyatok.com

FRIENDSHIP HOUSE
56 Julian Ave
San Francisco, CA
94103

SAGE
Consulting Engineers, Inc.

12 GEARY STREET
SUITE 605
SAN FRANCISCO, CA 94108
T. 415.890.5250
www.sage-ce.com

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SAN FRANCISCO, CA 94103

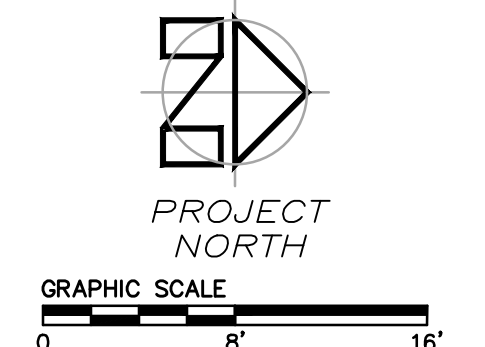
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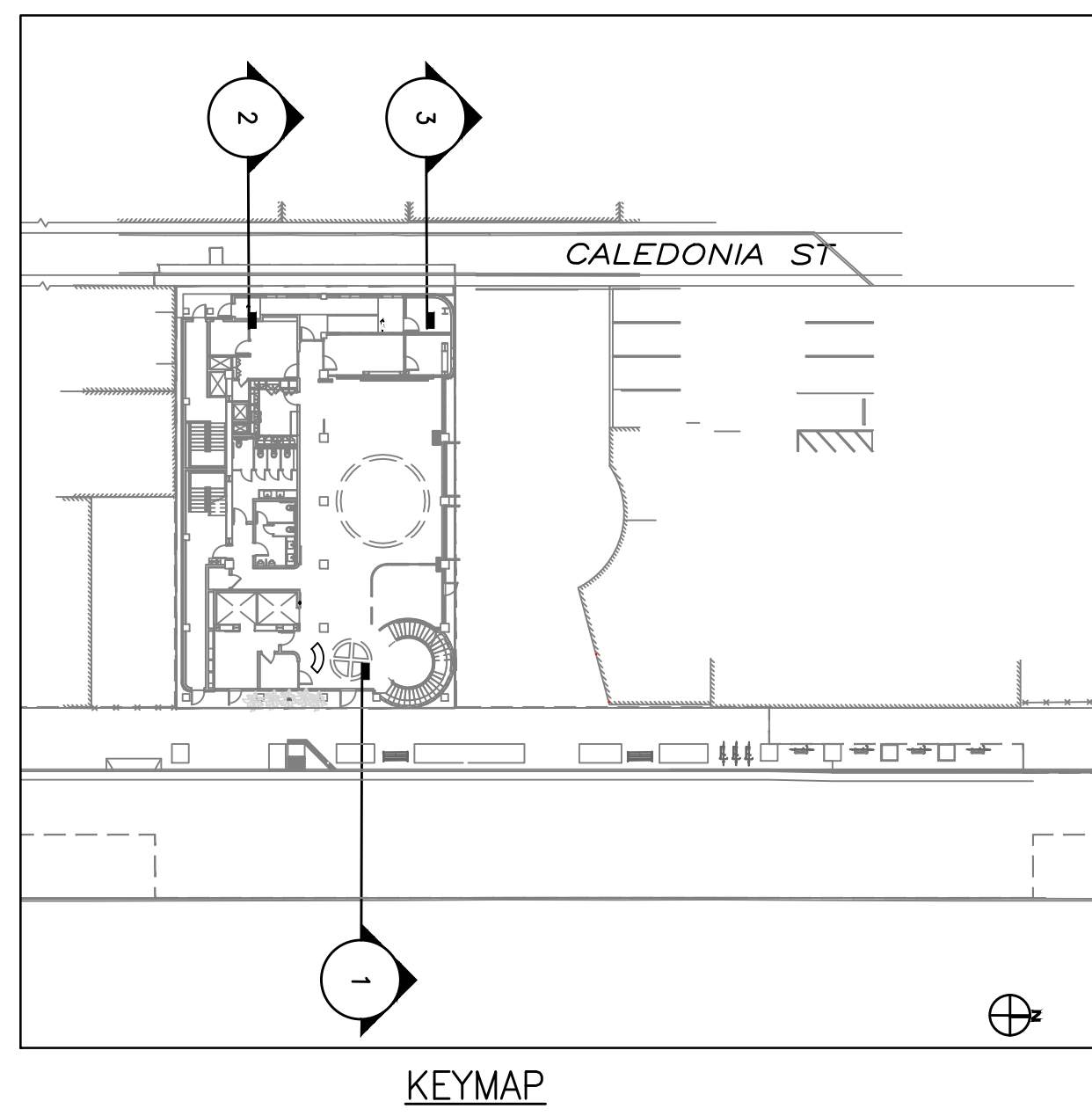
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3	FINAL CEQA SUBMITTAL	10/31/2022

JOB NUMBER: J0124
DRAWN BY: EA
CHECKED BY: KH
ISSUE DATE: 10/31/2022
SCALE: 1" = 8'
TITLE: CIVIL SITE PLAN

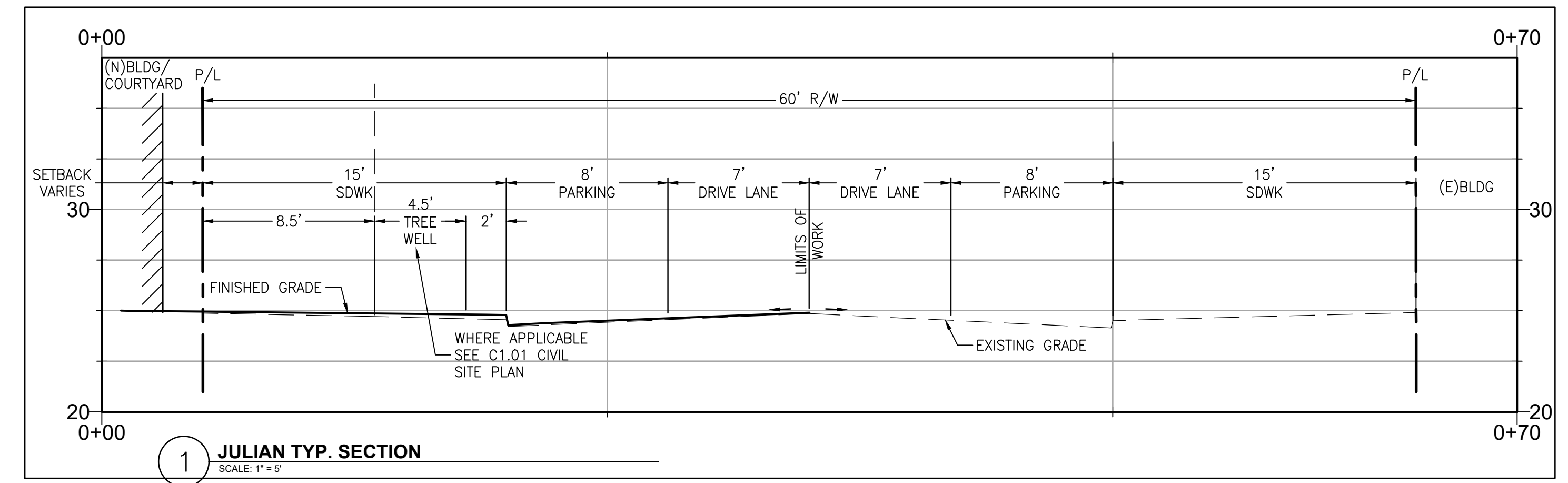
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C1.01

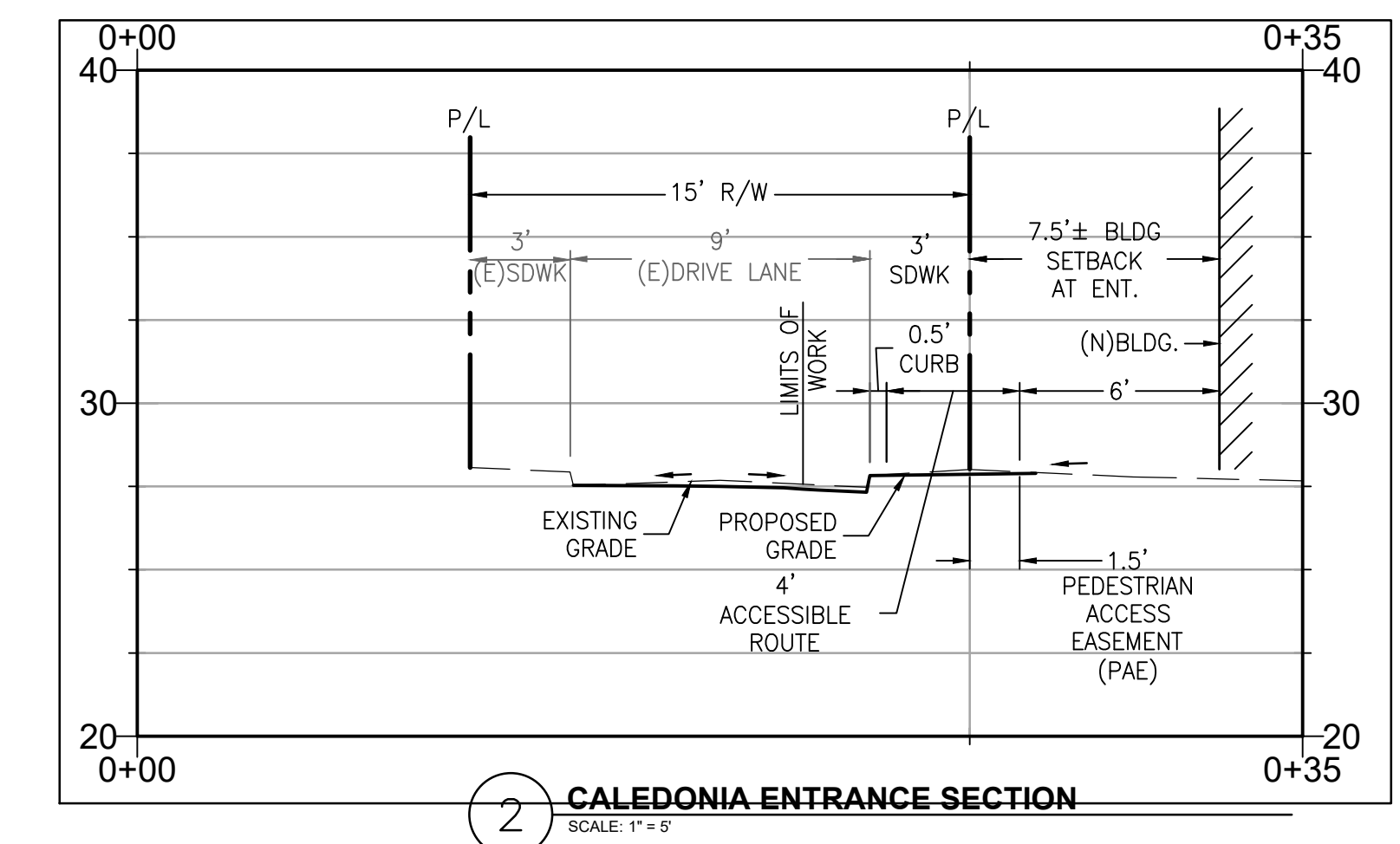




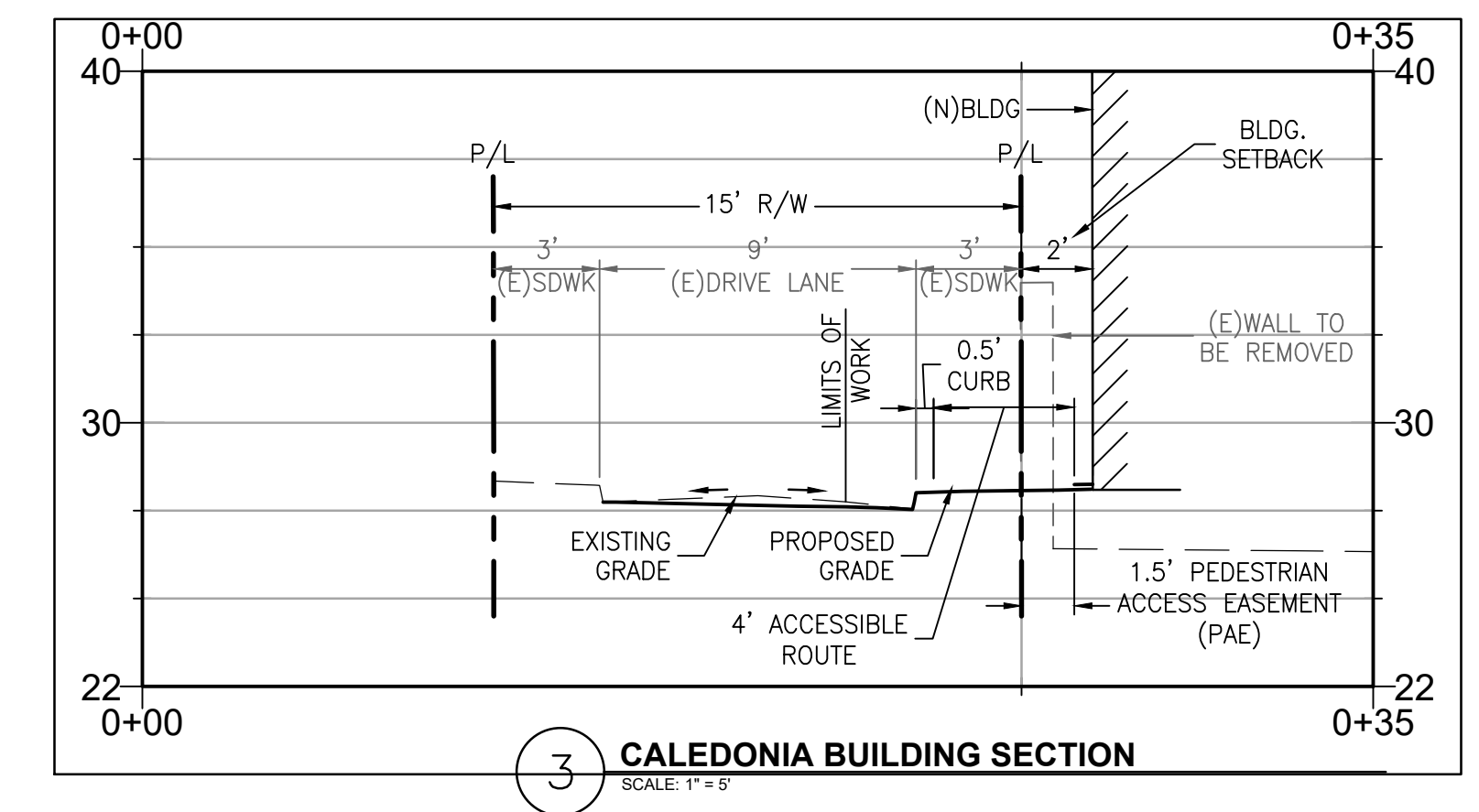
KEYMAP



1 JULIAN TYP. SECTION
SCALE: 1" = 8'



2 CALEDONIA ENTRANCE SECTION
SCALE: 1" = 8'



3 CALEDONIA BUILDING SECTION
SCALE: 1" = 8'

STAMP:

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JOB NUMBER: J0124
DRAWN BY: EA
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ISSUE DATE: 10/31/2022
SCALE: 1" = 8'
TITLE:
TYPICAL SECTIONS

SHEET:

C2.01

STAMP:

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3	FINAL CEQA SUBMITTAL	10/31/2022

JOB NUMBER: J0124
DRAWN BY: EA
CHECKED BY: KH
ISSUE DATE: 10/31/2022
SCALE: 1" = 8'
TITLE:
PAVING PLAN

SHEET:

C3.01

SHEET NOTES

- REPLACEMENT OF THE ASPHALT CONCRETE WEARING SURFACE (ACWS) SHALL BE FOR THE ENTIRE LENGTH OF THE ROADWAY, FOR ALL AFFECTED LANES, IN ACCORDANCE WITH DPW REGULATIONS FOR EXCAVATING AND RESTORING STREETS IN SAN FRANCISCO (DPW ORDER NO. 187005) SINCE THE JOINT TRENCH LENGTH IS GREATER THAN 25% THAN THE TOTAL STREET LENGTH BETWEEN 14TH TO 15TH STREETS.
- THICKNESS PAVEMENT TO BE EITHER 8-INCH MIN. CONCRETE OR 2-INCH MIN. ASPHALT OVER AN 8-INCH MIN. CONCRETE BASE.

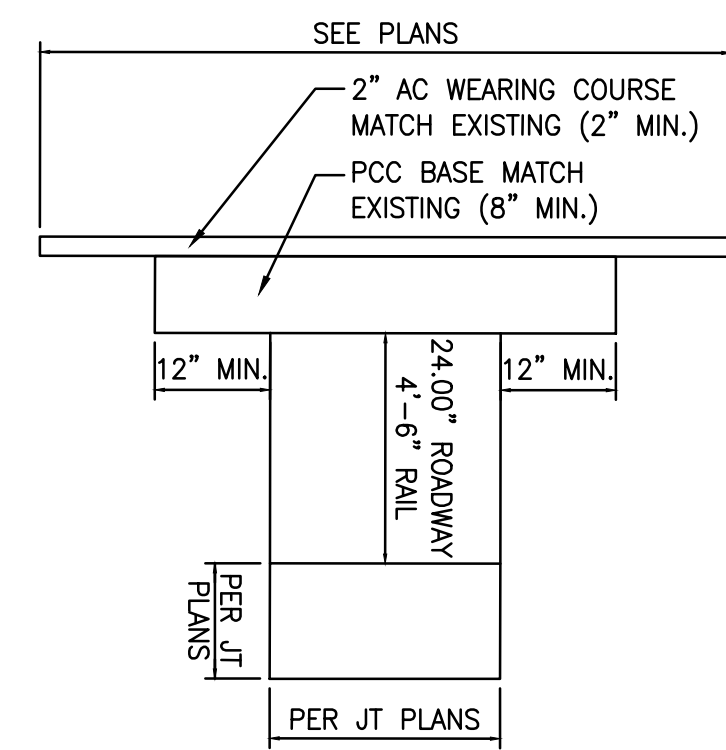
KEY NOTES

- 1 NOT USED.

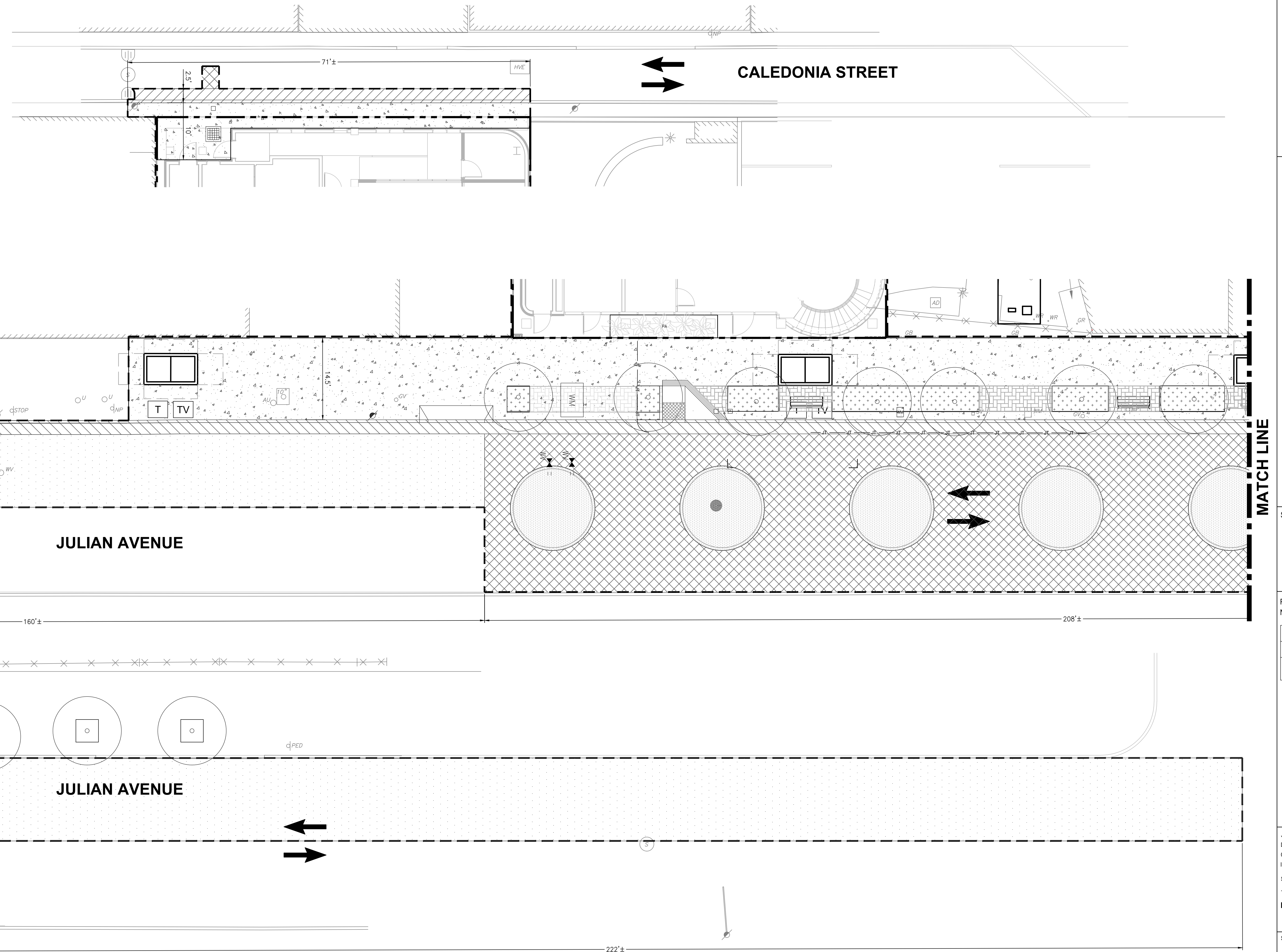
LEGEND

- PROJECT PARCEL LINE
- - - LIMITS OF WORK

PAVEMENT SECTIONS		
SYMBOL	SECTION	COMMENTS
	CURB AND GUTTER	PER SFPD STANDARD PLANS AND SPECIFICATIONS (RE: STD PLANS 87,170 & 96,608).
	NEW PAVING SECTION	MINIMUM 2" WEARING COURSE OVER OF 8" CONCRETE BASE PER CCSF STANDARD SPECIFICATIONS.
	ASPHALT WEARING SURFACE	MINIMUM 2" WEARING COURSE OVER OF EXISTING 8" CONCRETE BASE PER CCSF STANDARD SPECIFICATIONS.
	3.5" UNREINFORCED CONCRETE SIDEWALK	PER CCSF STANDARD SPECIFICATIONS. SEE LANDSCAPE PLANS FOR SIDEWALK SCORING, MATERIALS, COLOR & FINISH
	SPECIALTY PAVERS	SEE LANDSCAPE PLANS
	DECORATIVE PAVING / STREET ART	SEE LANDSCAPE PLANS
	LANDSCAPE AREA	SEE LANDSCAPE PLANS



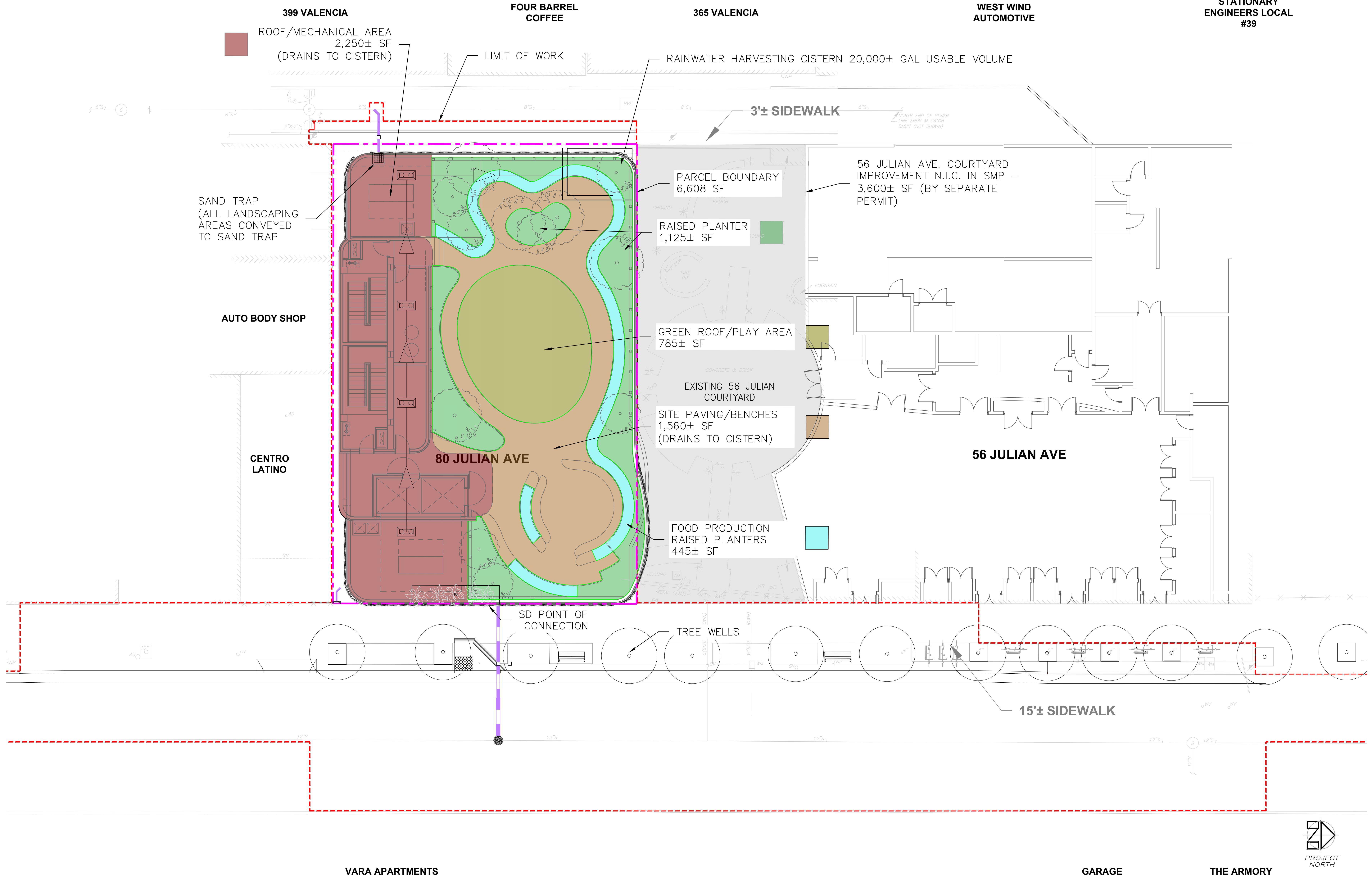
TYPICAL DUCT BANK TRENCH SECTION



Calculation Summary Table:

Sub-Watershed	Total Area (sf)	Flow rate (cfs)				Volume (cf)			
		Existing	Required	Achieved	% Reduction	Existing	Required	Achieved	% Reduction
1	6,608	0.200	0.136	0.137	32%	991	813	703	29%
TOTAL	6,608	0.200	0.136	0.137	32%	991	813	703	29%
REQUIRED % REDUCTION	-	-	-	-	32%	-	-	-	18%

Calculations are based on the following design parameters:
Rainwater harvesting (RWH) for reuse in irrigation based on 2,250 SF of roof area being conveyed to 20,000-gallon (usable volume) cistern



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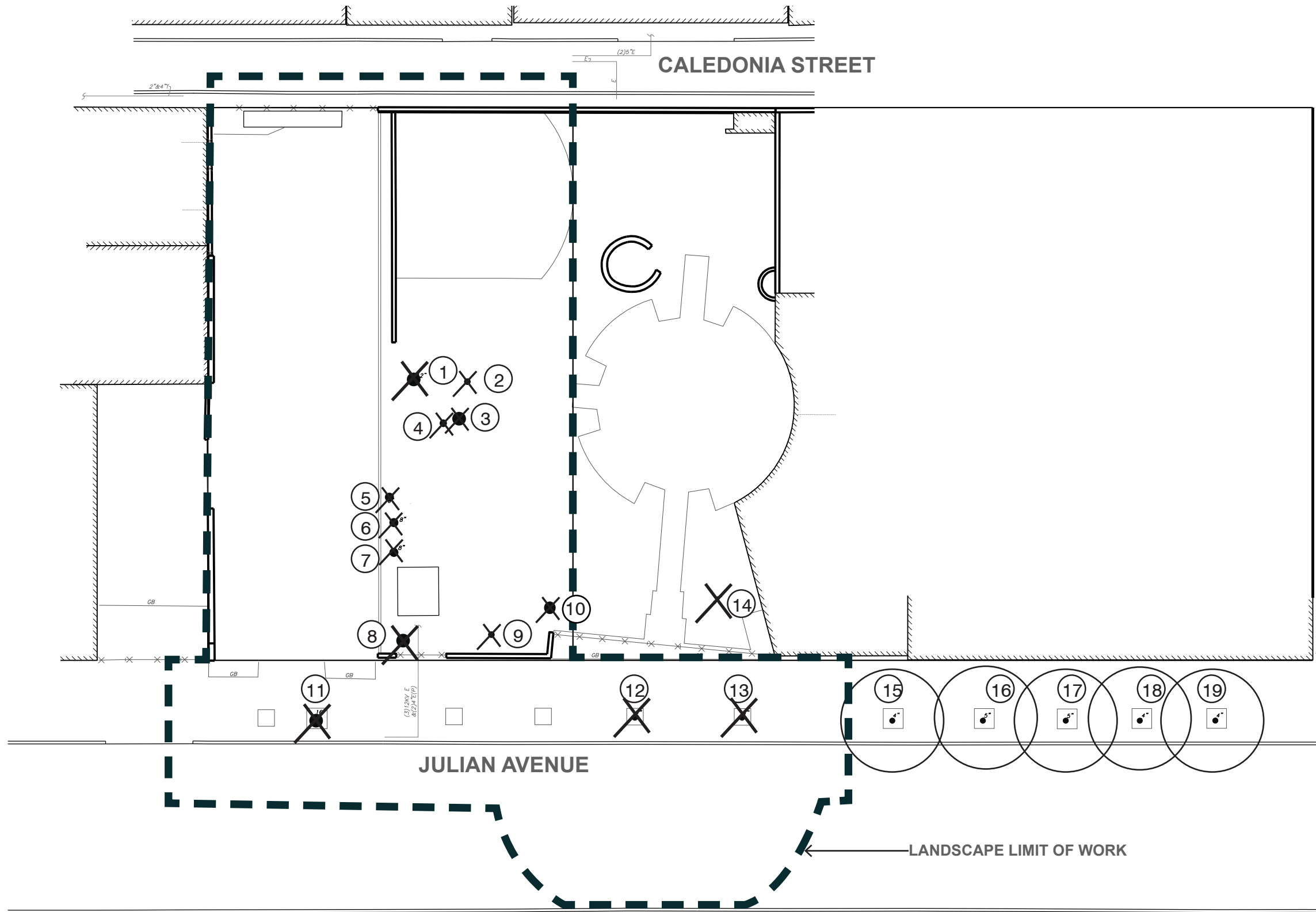
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JOB NUMBER: J0124
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ISSUE DATE: 10/31/2022
SCALE: 1" = 8'
TITLE: STORMWATER CONTROL PLAN

SHEET:
C6.01





TREES TO BE REMOVED

- 1. Cedrus deodara, 12" DBH
- 2. Arctostaphylos spp., 4" DBH
- 3. Taxus baccata, 12" DBH (multitrunk)
- 4. Quercus spp., 4" DBH
- 5. Heteromeles arbutifolia, 6" DBH
- 6. Sambucus nigra, multitrunk
- 7. Sambucus nigra, multitrunk
- 8. Sambucus nigra, 12" DBH
- 9. Heteromeles arbutifolia, 4" DBH
- 10. Quercus spp., multitrunk
- 11. Liquidambar styraciflua, 16" DBH
- 12. Ginkgo biloba, 4" DBH
- 13. Ginkgo biloba, 4" DBH
- 14. Arbutus marina, 6" DBH

TREES TO BE PROTECTED IN PLACE

- 15. Ginkgo biloba, 4" DBH
- 16. Ginkgo biloba, 5" DBH
- 17. Ginkgo biloba, 5" DBH
- 18. Ginkgo biloba, 4" DBH
- 19. Ginkgo biloba, 4" DBH

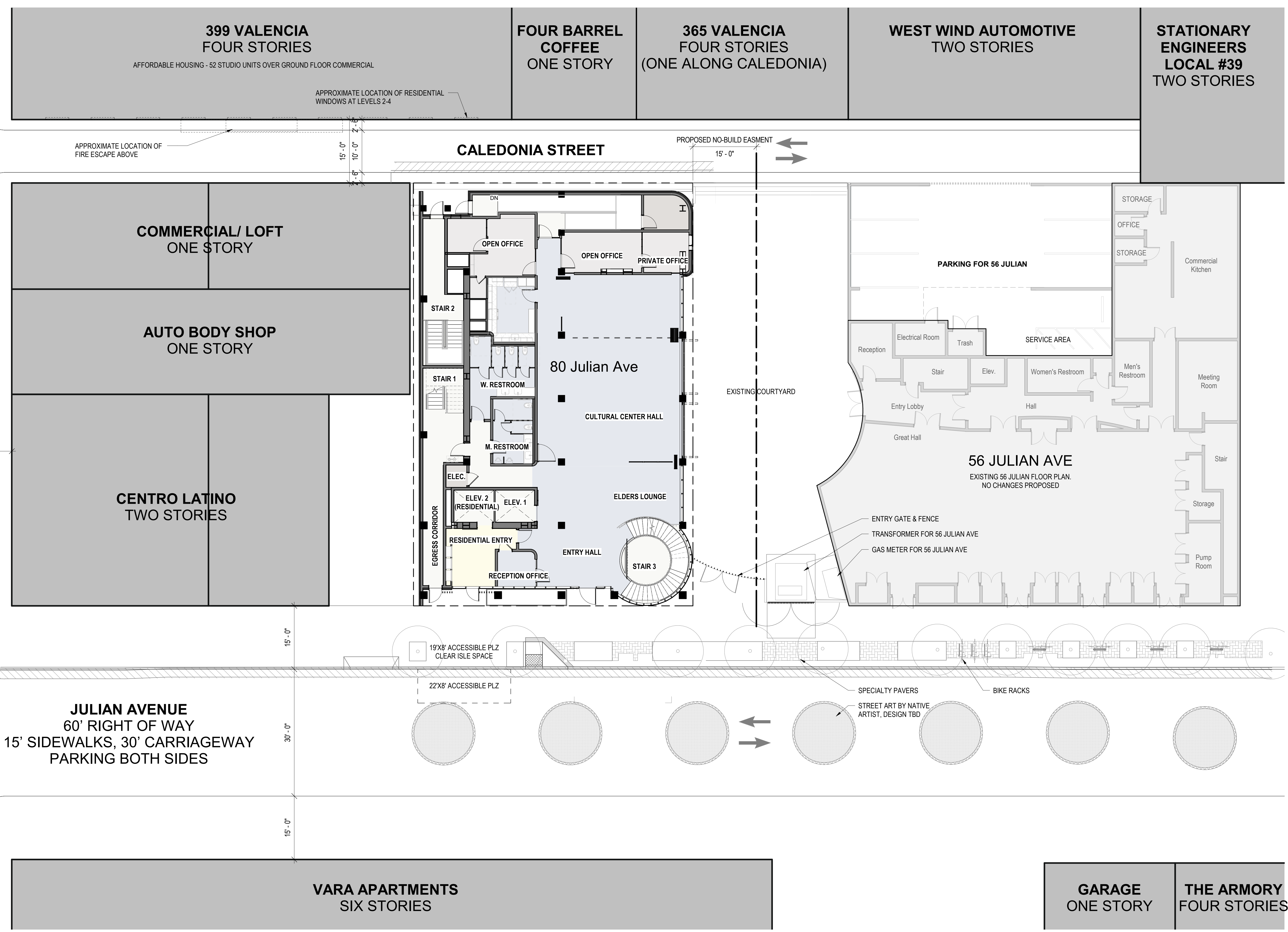




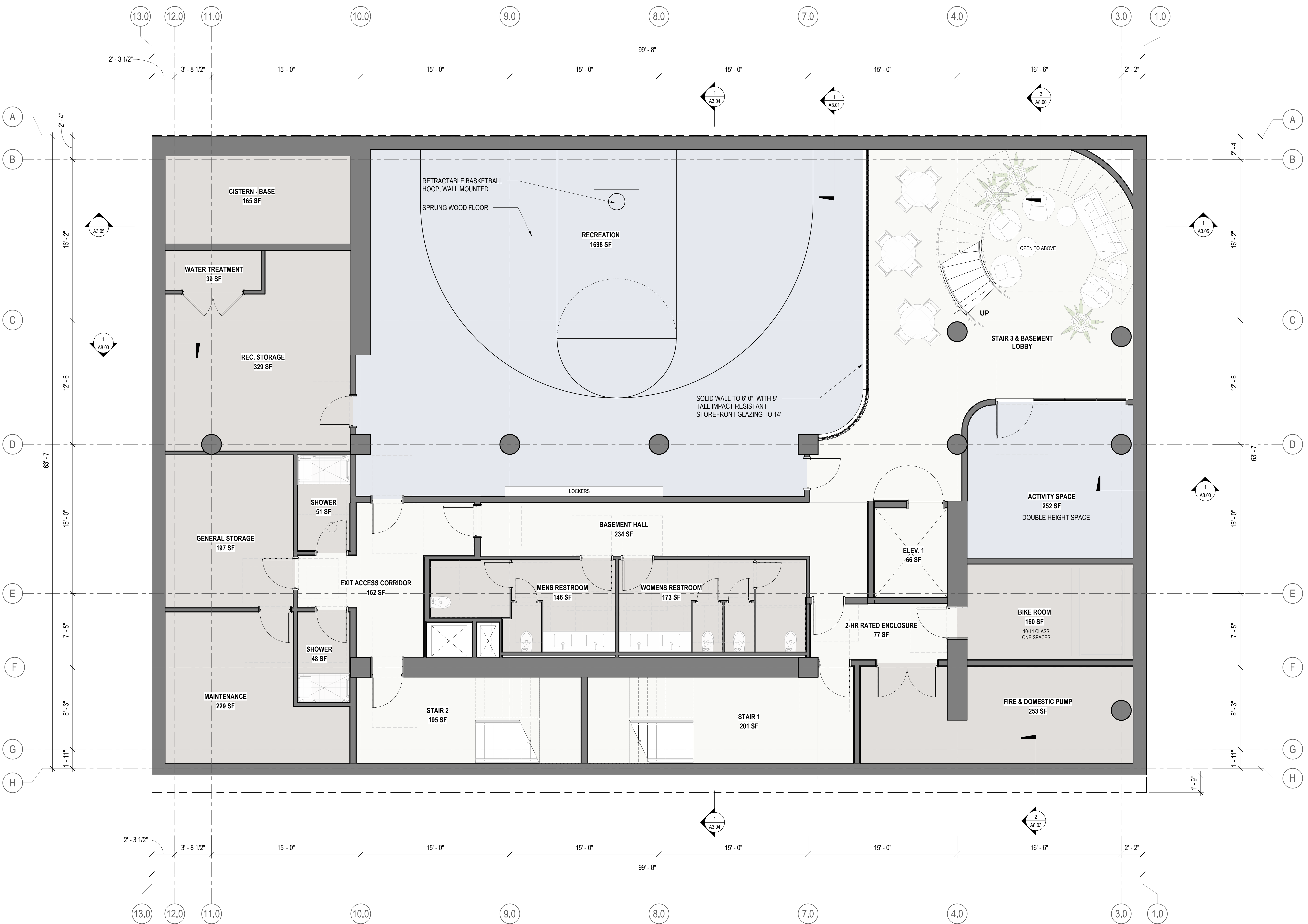
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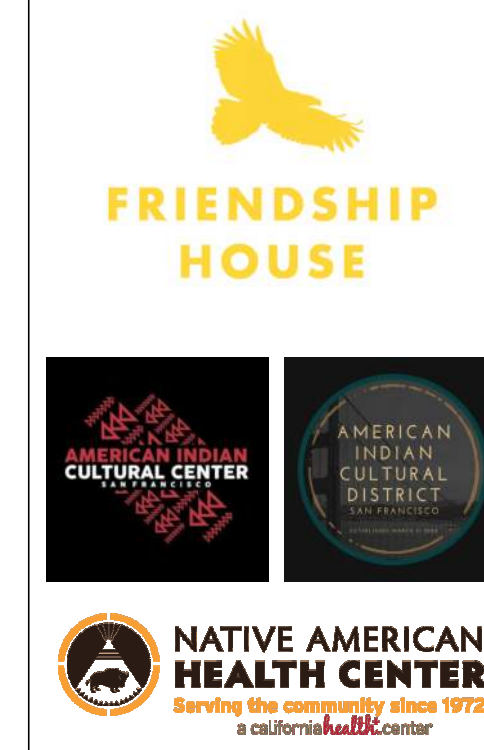
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SCALE: As indicated
TITLE: **SITE PLAN**



PROPOSED SITE PLAN 1
1" = 10'-0"



LOWER BASEMENT LEVEL - COMMUNITY SPACE & SERVICES ①
1/4" = 1'-0"



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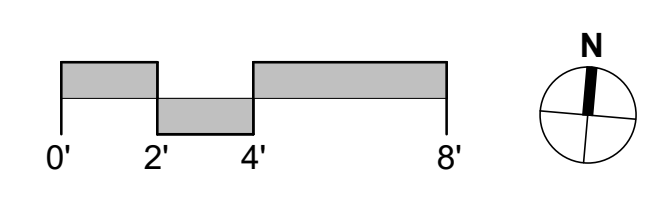
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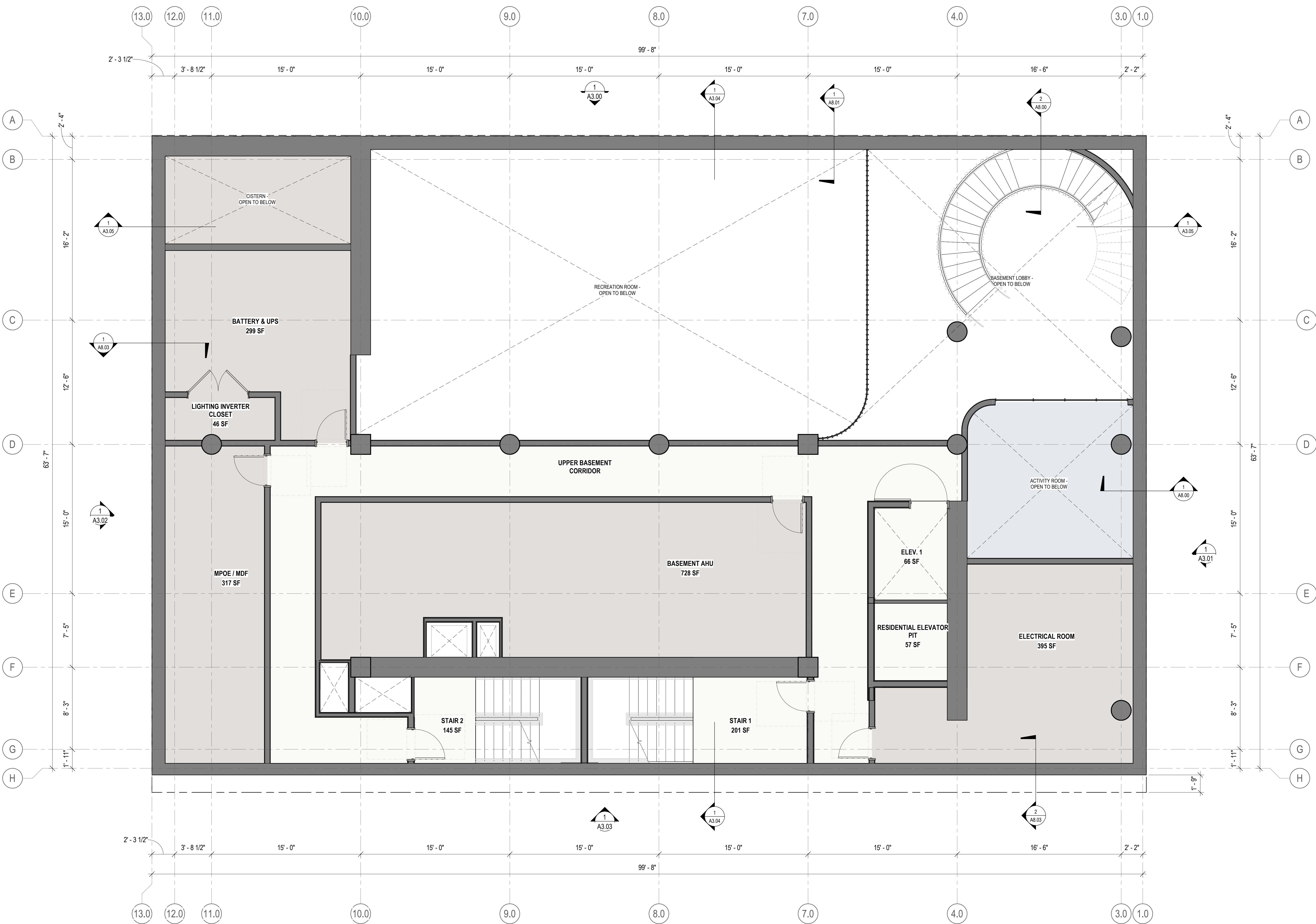
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JOB NUMBER: 1841
DRAWN BY: RRS
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ISSUE DATE: 10/31/2022
SCALE: As indicated
TITLE:
FLOOR PLAN - LOWER BASEMENT

SHEET:
A2.00A

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UPPER BASEMENT LEVEL - BUILDING SERVICES 1
1/4" = 1'-0"

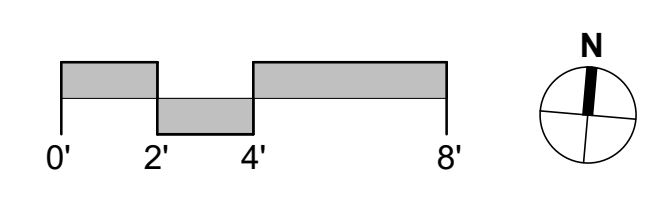


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TITLE:
FLOOR PLAN - UPPER BASEMENT

SHEET:
A2.00B





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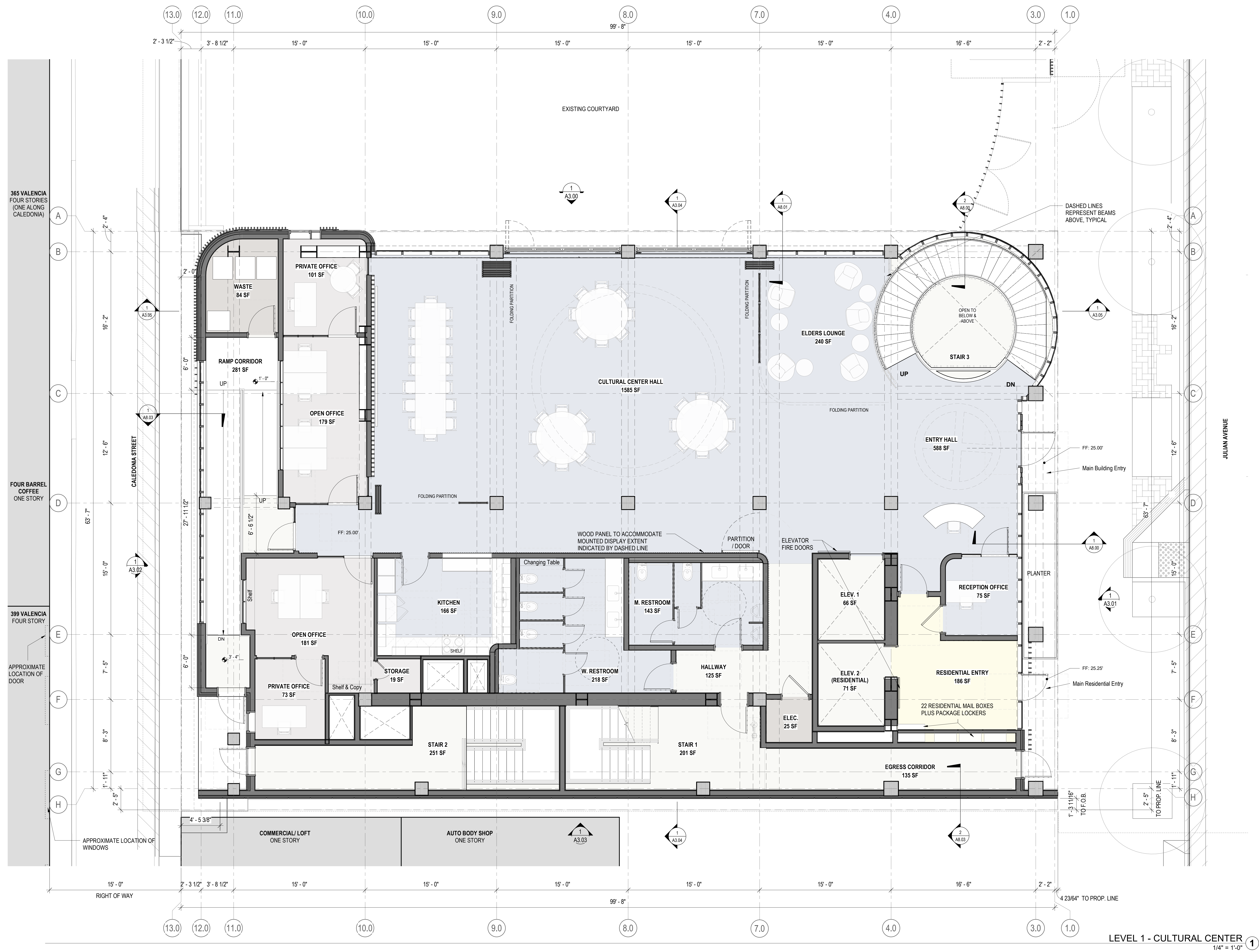
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TITLE: FLOOR PLAN - LEVEL 1

SHEET:

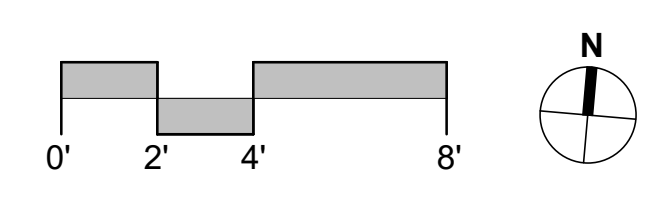
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LEVEL 1 - CULTURAL CENTER 1
1/4" = 1'-0"





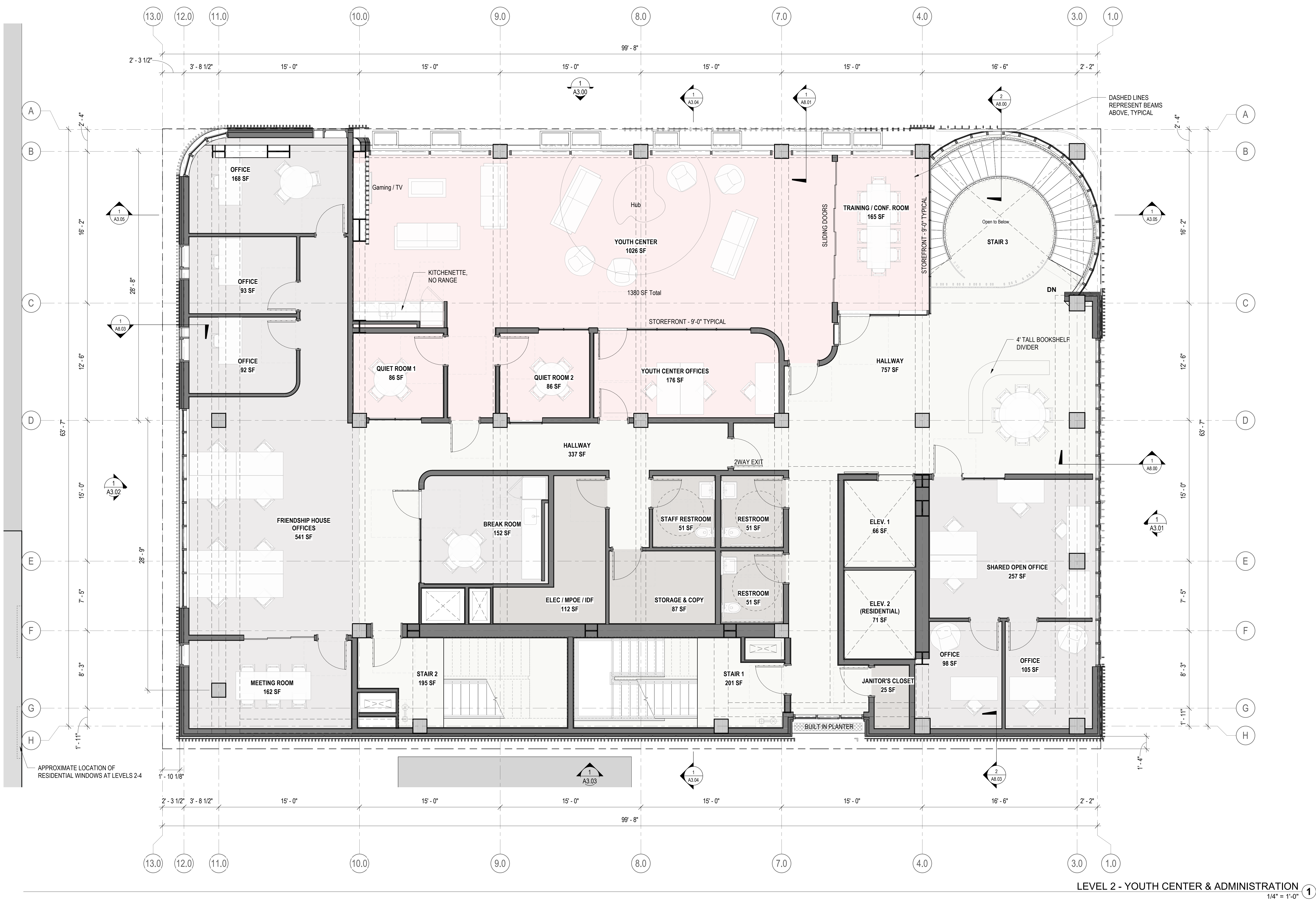
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SCALE: As indicated
TITLE:
FLOOR PLAN - LEVEL 2

SHEET:
A2.02



LEVEL 2 - YOUTH CENTER & ADMINISTRATION
1/4" = 1'-0" 1



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JOB NUMBER: 1841
DRAWN BY: RRS/S
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ISSUE DATE: 10/31/2022
SCALE: As indicated
TITLE:
FLOOR PLAN - LEVEL 3

SHEET:

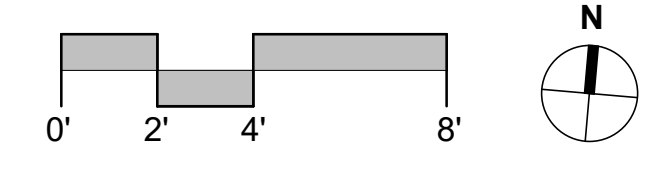
A2.03

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LEVEL 3 - NAHC DENTAL CLINIC
1/4" = 1'-0" ①





LEVEL 4 - NAHC MEDICAL & BEHAVIORAL CLINIC
1/4" = 1'-0" 1

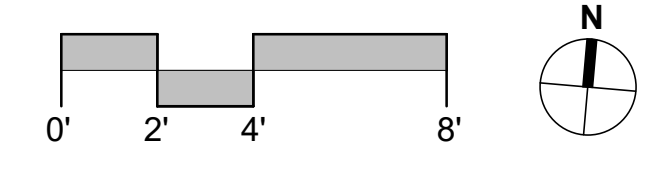


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JOB NUMBER: 1841
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ISSUE DATE: 10/31/2022
SCALE: As indicated
TITLE:
FLOOR PLAN - LEVEL 4

SHEET:
A2.04





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CHECKED BY: JMPW
ISSUE DATE: 10/31/2022
SCALE: As indicated
TITLE:
FLOOR PLAN - LEVEL 5

SHEET:

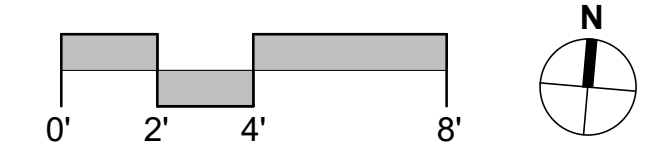
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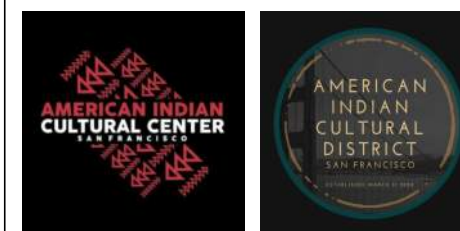
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LEVEL 5 - TRANSITIONAL HOUSING ①
1/4" = 1'-0"





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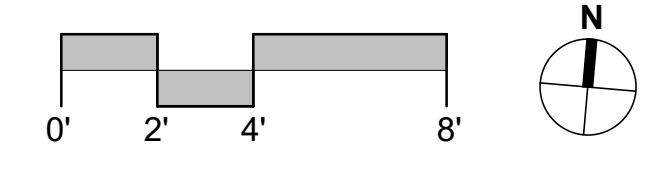
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SCALE: As indicated
TITLE:
FLOOR PLAN - LEVEL 6

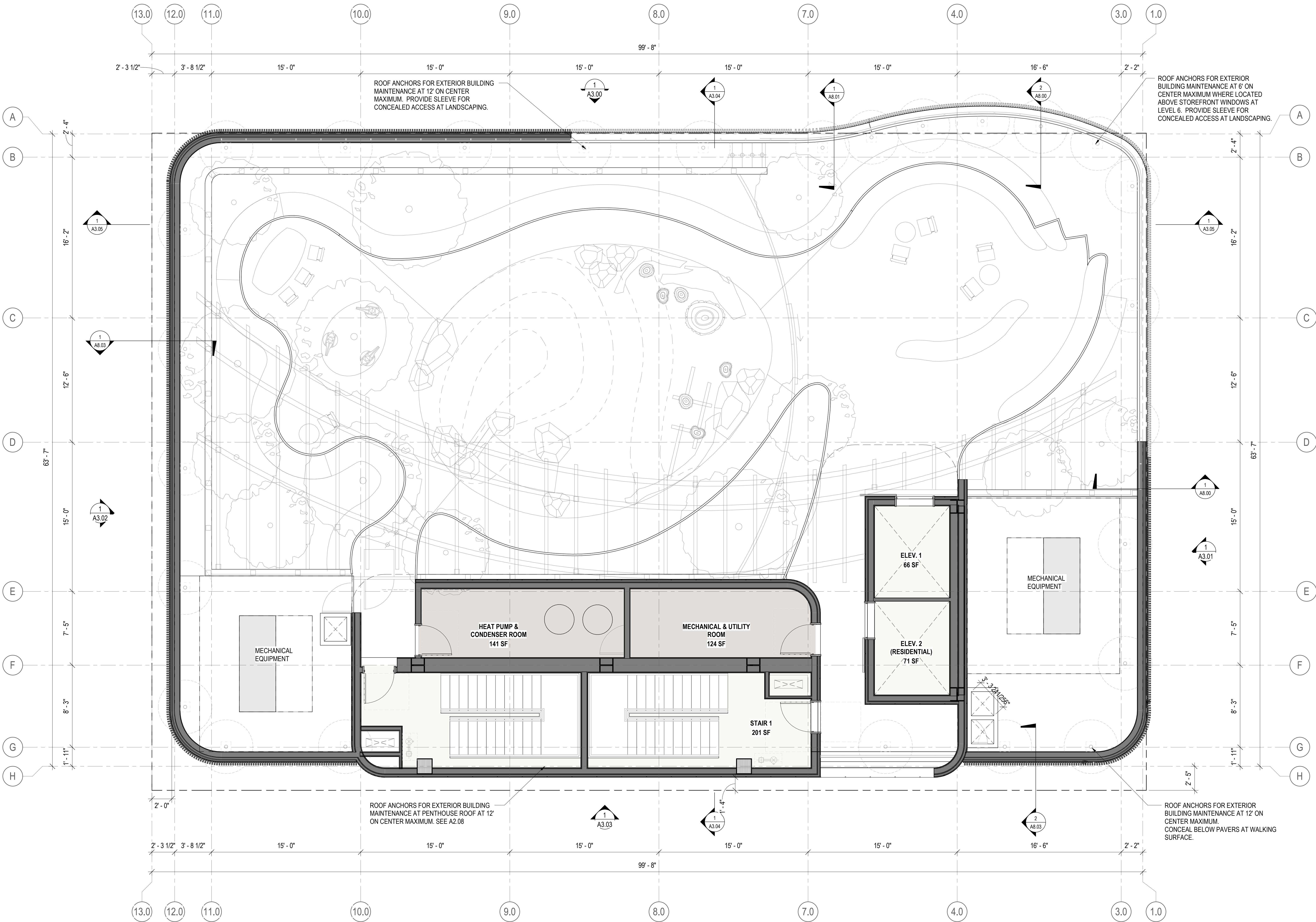
SHEET:
A2.06

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LEVEL 6 - WOMEN'S LODGE
1/4" = 1'-0" 1





ROOF ANCHORS FOR EXTERIOR BUILDING MAINTENANCE AT 12' ON CENTER MAXIMUM. PROVIDE SLEEVE FOR CONCEALED ACCESS AT LANDSCAPING.

ROOF ANCHORS FOR EXTERIOR BUILDING MAINTENANCE AT 6' ON CENTER MAXIMUM WHERE LOCATED ABOVE STOREFRONT WINDOWS AT LEVEL 6. PROVIDE SLEEVE FOR CONCEALED ACCESS AT LANDSCAPING.

ROOF ANCHORS FOR EXTERIOR BUILDING MAINTENANCE AT PENTHOUSE ROOF AT 12' ON CENTER MAXIMUM. SEE A2.08

ROOF ANCHORS FOR EXTERIOR BUILDING MAINTENANCE AT 12' ON CENTER MAXIMUM. CONCEAL BELOW PAVERS AT WALKING SURFACE.

ROOF PLAN
1/4" = 1'-0" 1

PENTHOUSE NOTES:
PENTHOUSE AREA SHOULD NOT BE MORE THAN 1/3 OF ENTIRE SF OF MAIN ROOF

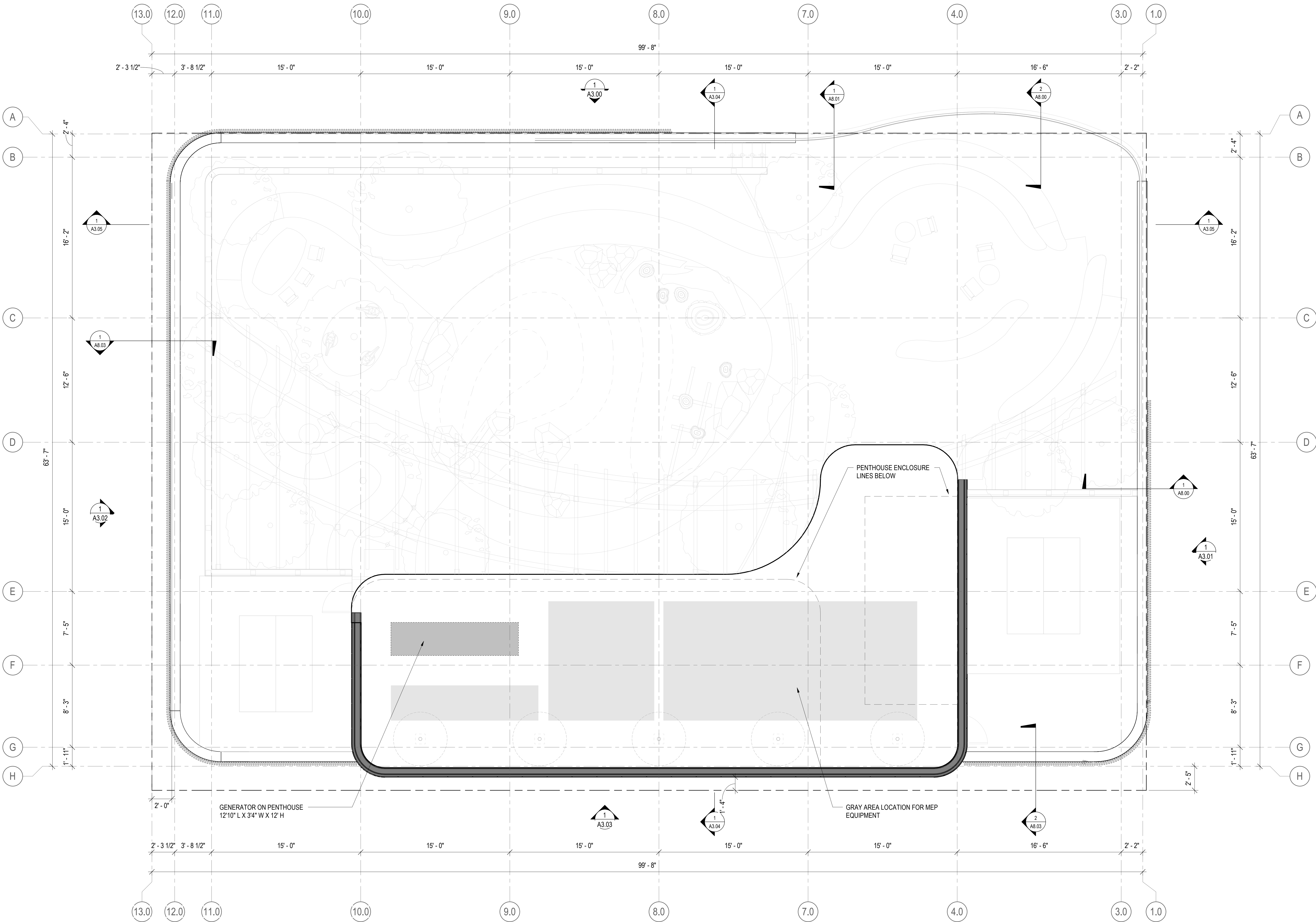
ROOF AREA: 6,257 SF
1/3 OF ROOF AREA: 2,085 SF
PENTHOUSE AREA: 1,111 SF



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JOB NUMBER: 1841
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CHECKED BY: JMPW
ISSUE DATE: 10/31/2022
SCALE: As indicated
TITLE: FLOOR PLAN - ROOF



FLOOR PLAN - PENTHOUSE 1
1/4" = 1'-0"



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JOB NUMBER: 1841
DRAWN BY: RRS
CHECKED BY: JMPW
ISSUE DATE: 10/31/2022
SCALE: As indicated
TITLE:
FLOOR PLAN - PENTHOUSE

SHEET:
A2.08



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JOB NUMBER: 1841
DRAWN BY: RRS
CHECKED BY: JMPW
ISSUE DATE: 10/31/2022

SCALE: As indicated

TITLE:
ELEVATION - EAST

SHEET:

A3.01

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Keynote Legend	
Key Value	Keynote Text
05-5N	GLASS RAILING SYSTEM WITH INTEGRATED ALUMINUM SUPPORTS AND CONTINUOUS TOP RAIL
06-1A	STRUCTURAL MASS TIMBER, EXTERIOR GRADE SEALANT
07-4J	FIBER CEMENT PANELS WITH FACTORY FINISH, RAIN SCREEN APPLICATION, CONCEALED FASTENERS
07-42A	TERRA COTTA BAGUETTES, 9" O.C. AVERAGE. SUPPORTED ON ALUMINUM FRAME. TERREAL ZONDA XL10 OR EQUAL, TWO COLORS FROM MANUFACTURER'S STANDARD RANGE
07-42B	PROFILED TERRA COTTA RAINSCREEN PANEL, TERREAL PITERAK SLIM OR EQUAL, TWO PATTERNS, TWO COLORS
08-1A	EXTERIOR HOLLOW METAL DOOR
08-1D	CUSTOM SOLID WOOD DOOR WITH GLAZING, CLEAR FINISH
08-4A	ALUMINUM STOREFRONT WITH INSULATED GLAZING, KAWNEER TRIFAB VERSAGLAZE 601T OR EQUAL, FRONT GLAZED, PROVIDE CASEMENT WINDOWS WHERE INDICATED.
08-4C	EXTERIOR CURTAIN WALL SYSTEM AT STAIR ENCLOSURE AND FEATURE WINDOW ON EAST FACADE. OUTSIDE GLAZING WITH STRUCTURAL SILICON MOUNTING, KAWNEER 1600 WALL SYSTEM OR EQUAL
08-5A	ALUMINUM WINDOW, NAIL-ON WITH INSULATED GLAZING AND LOW-E COATING. ALL WEATHER 6000 SERIES THERMALLY BROKEN ALUMINUM FRAME WITH PANNING (RECESSED) FRAME OR EQUAL
10-1B	SIGNAGE AT GLAZING



EAST ELEVATION 1
1/8" = 1'-0"
0' 4' 8' 16'



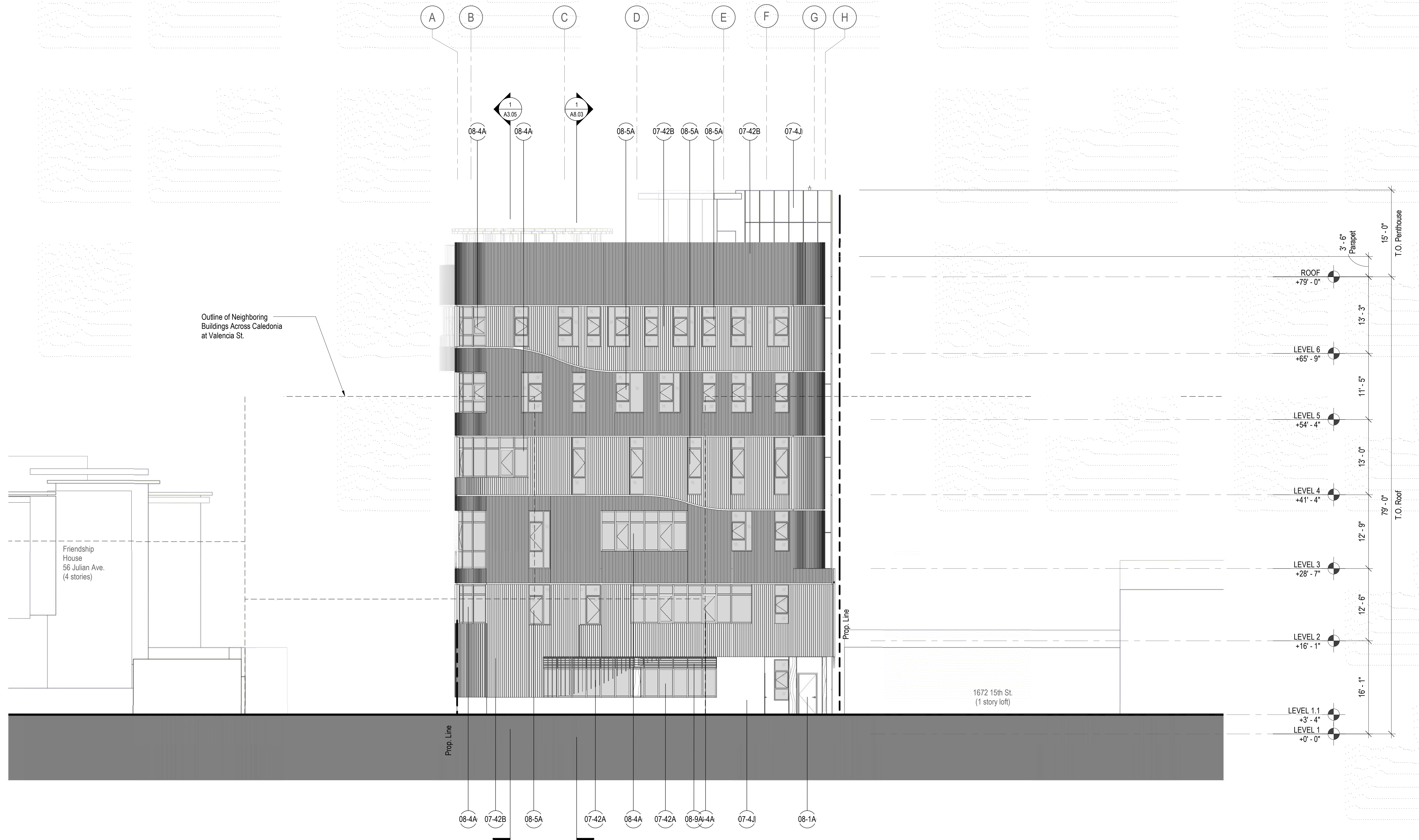
THE VILLAGE SF
80 JULIAN AVENUE
SAN FRANCISCO, CA 94103

STAMP:

REVISION SCHEDULE		
NO.	ISSUE	DATE
1	50% SD	09/03/2021
2	PRJ RESUB.	01/10/2022
3	FINAL CEQA SUBMITTAL	10/31/2022

JOB NUMBER: 1841
DRAWN BY: RRS
CHECKED BY: JMP/W
ISSUE DATE: 10/31/2022
SCALE: As indicated
TITLE: ELEVATION - WEST

SHEET:
A3.02



Keynote Legend	
Key Value	Keynote Text
07-4J	FIBER CEMENT PANELS WITH FACTORY FINISH, RAIN SCREEN APPLICATION, CONCEALED FASTENERS
07-42A	TERRA COTTA BAGUETTES, 9" O.C. AVERAGE, SUPPORTED ON ALUMINUM FRAME, TERREAL ZONDA XL10 OR EQUAL, TWO COLORS FROM MANUFACTURER'S STANDARD RANGE
07-42B	PROFILED TERRA COTTA RAINSCREEN PANEL, TERREAL PITERAK SLIM OR EQUAL, TWO PATTERNS, TWO COLORS
08-1A	EXTERIOR HOLLOW METAL DOOR
08-4A	ALUMINUM STOREFRONT WITH INSULATED GLAZING, KAWNEER TRIFAB VERSAGLAZE 601T OR EQUAL, FRONT GLAZED, PROVIDE CASEMENT WINDOWS WHERE INDICATED.
08-5A	ALUMINUM WINDOW, NAIL-ON WITH INSULATED GLAZING AND LOW-E COATING, ALL WEATHER 6000 SERIES THERMALLY BROKEN ALUMINUM FRAME WITH PANNING (RECESSED) FRAME OR EQUAL
08-9A	FIXED, EXTRUDED ALUMINUM LOUVERS

WEST ELEVATION 1
1/8" = 1'-0"
0' 4' 8' 16'



THE VILLAGE SF
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SAN FRANCISCO, CA 94103

STAMP:

REVISION SCHEDULE

NO.	ISSUE	DATE
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2	PRJ RESUB.	01/10/2022
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JOB NUMBER: 1841
DRAWN BY: RRS
CHECKED BY: JMP/W
ISSUE DATE: 10/31/2022
SCALE: As indicated

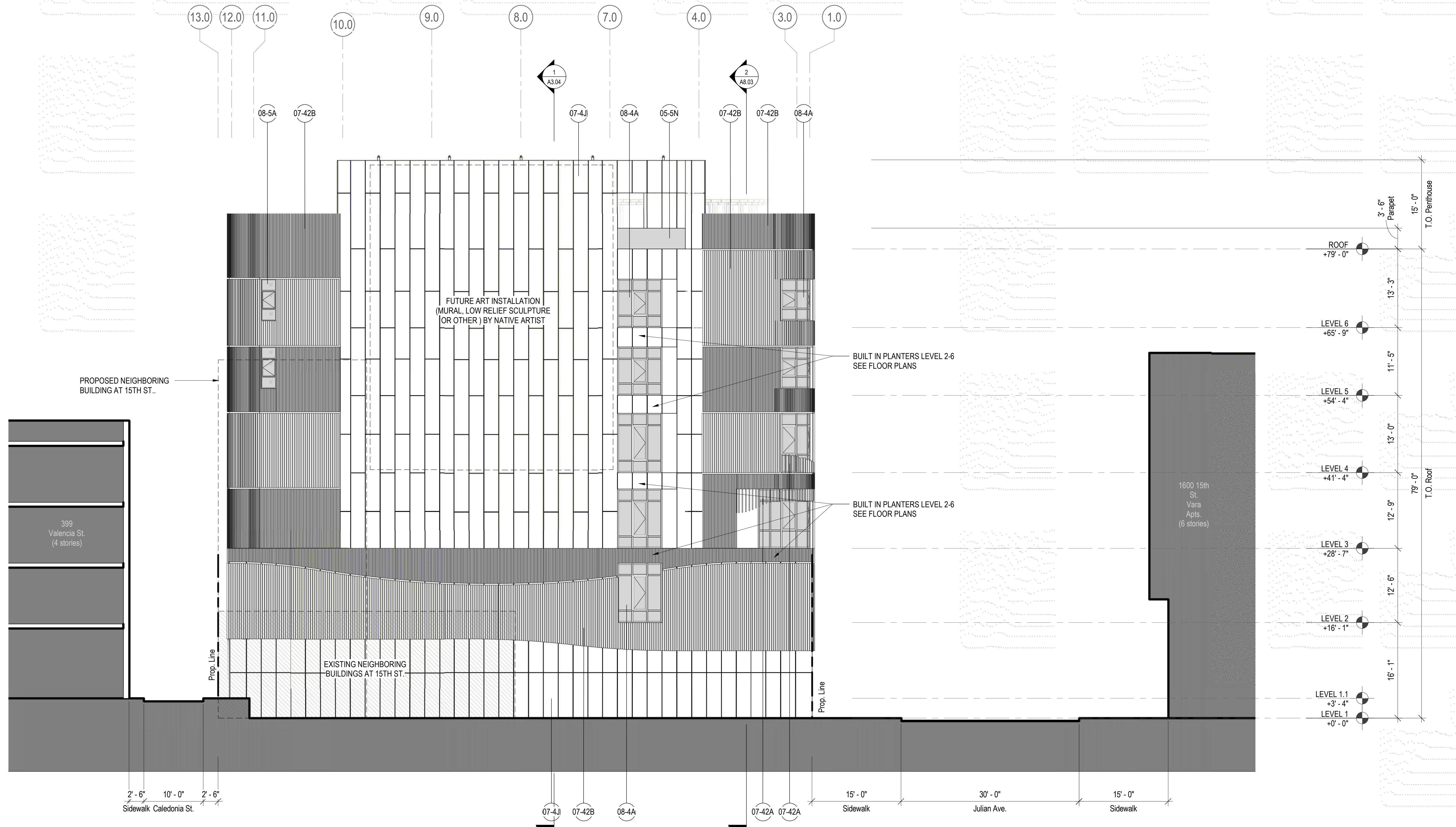
TITLE:
ELEVATION - SOUTH

SHEET:

A3.03

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Keynote Legend	
Key Value	Keynote Text
05-5N	GLASS RAILING SYSTEM WITH INTEGRATED ALUMINUM SUPPORTS AND CONTINUOUS TOP RAIL
07-4J	FIBER CEMENT PANELS WITH FACTORY FINISH, RAIN SCREEN APPLICATION, CONCEALED FASTENERS
07-42A	TERRA COTTA BAGUETTES, 9" O.C. AVERAGE, SUPPORTED ON ALUMINUM FRAME. TERREAL ZONDA XL10 OR EQUAL, TWO COLORS FROM MANUFACTURER'S STANDARD RANGE
07-42B	PROFILED TERRA COTTA RAINSCREEN PANEL, TERREAL PITERAK SLIM OR EQUAL, TWO PATTERNS, TWO COLORS
08-4A	ALUMINUM STOREFRONT WITH INSULATED GLAZING, KAWNEER TRIFAB VERSAGLAZE 6011 OR EQUAL, FRONT GLAZED, PROVIDE CASEMENT WINDOWS WHERE INDICATED.
08-5A	ALUMINUM WINDOW, NAIL-ON WITH INSULATED GLAZING AND LOW-E COATING. ALL WEATHER 6000 SERIES THERMALLY BROKEN ALUMINUM FRAME WITH PANNING (RECESSED) FRAME OR EQUAL

SOUTH ELEVATION 1
1/8" = 1'-0"
0' 4' 8' 16'

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REVISION SCHEDULE		
NO.	ISSUE	DATE
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2	PRJ RESUB.	01/10/2022
3	FINAL CEQA SUBMITTAL	10/31/2022

JOB NUMBER: 1841
 DRAWN BY: RRRSS
 CHECKED BY: JMP/W
 ISSUE DATE: 10/31/2022
 SCALE: As indicated

TITLE:
SECTION B

SHEET:
A3.05

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