

BOARD of SUPERVISORS



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MEMORANDUM

BUDGET AND FINANCE COMMITTEE

SAN FRANCISCO BOARD OF SUPERVISORS

TO: Supervisor Mark Farrell, Chair
Budget and Finance Committee

FROM: Linda Wong, Assistant Clerk *LW*

DATE: February 8, 2016

SUBJECT: **COMMITTEE REPORT, BOARD MEETING**
Tuesday, February 9, 2016

The following file should be presented as a **COMMITTEE REPORT** at the Board meeting on Tuesday, February 9, 2016. This item was acted upon at the Special Budget and Finance Committee Meeting on Monday, February 8, 2016, at 10:00 a.m., by the vote indicated.

Item No. 31 File No. 151275

[General Obligation Bonds - Public Health and Safety - Estimated Cost of \$350,000,000]

Resolution determining and declaring that the public interest and necessity demand the construction, acquisition, improvement, seismic strengthening and betterment of critical community and mental health, emergency response and safety, and homeless shelter and service facilities and the payment of related costs necessary or convenient for the foregoing purposes; finding that the estimated cost of \$350,000,000 for such improvements is and will be too great to be paid out of the ordinary annual income and revenue of the City and County and will require incurring bonded indebtedness; finding that a portion of the proposed bond is not a project under the California Environmental Quality Act ("CEQA") and adopting findings under CEQA, CEQA Guidelines, and San Francisco Administrative Code, Chapter 31, for the remaining portion of the proposed bond; finding the proposed bond is in conformity with the priority policies of Planning Code, Section 101.1(b), and with the General Plan consistency requirement of Charter, Section 4.105, and Administrative Code, Section 2A.53; and waiving the time limits set forth in Administrative Code, Section 2.34.

REFERRED WITHOUT RECOMMENDATION AS COMMITTEE REPORT by the following vote:

Vote: Supervisor Katy Tang - Excused
Supervisor Norman Yee - Aye
Supervisor Mark Farrell - Aye

c: Board of Supervisors
Angela Calvillo, Clerk of the Board
Jon Givner, Deputy City Attorney

File No. 151275

Committee Item No. 2

Board Item No. 31

COMMITTEE/BOARD OF SUPERVISORS

AGENDA PACKET CONTENTS LIST

Committee: Budget & Finance Committee

Date February 8, 2016

Board of Supervisors Meeting

Date February 9, 2016

Cmte Board

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Completed by: Linda Wong Date February 4, 2016
 Completed by: Linda Wong Date February 8, 2016

1 [General Obligation Bonds - Public Health and Safety - \$350,000,000]

2
3 **Resolution determining and declaring that the public interest and necessity demand**
4 **the construction, acquisition, improvement, seismic strengthening and betterment of**
5 **critical community and mental health, emergency response and safety, and homeless**
6 **shelter and service facilities and the payment of related costs necessary or convenient**
7 **for the foregoing purposes; finding that the estimated cost of \$350,000,000 for such**
8 **improvements is and will be too great to be paid out of the ordinary annual income and**
9 **revenue of the City and County and will require incurring bonded indebtedness; finding**
10 **that a portion of the proposed bond is not a project under the California Environmental**
11 **Quality Act ("CEQA") and adopting findings under CEQA, CEQA Guidelines, and San**
12 **Francisco Administrative Code, Chapter 31, for the remaining portion of the proposed**
13 **bond; finding the proposed bond is in conformity with the priority policies of Planning**
14 **Code, Section 101.1(b) and with the General Plan consistency requirement of Charter,**
15 **Section 4.105, and Administrative Code, Section 2A.53; and waiving the time limits set**
16 **forth in Administrative Code, Section 2.34.**

17
18 WHEREAS, The City and County of San Francisco (the "City") owns and operates a
19 number of facilities and maintains infrastructure whose primary purpose is to provide critical
20 public health and safety services for City residents and businesses; and

21 WHEREAS, The City has determined that many of such public health facilities and
22 infrastructure are deteriorating and seismically inadequate to ensure public health and safety
23 in the event of an earthquake occurring in or near the City; and

1 WHEREAS, The Working Group on California Earthquake Probabilities (a collaborative
2 effort of the United States Geological Survey (the "U.S.G.S."), the California Geological
3 Society and the Southern California Earthquake Center) estimates a 72% chance that one or
4 more earthquakes of a magnitude of 6.7 or larger will occur in the Bay Area in the next 30
5 years; and

6 WHEREAS, The U.S.G.S. predicts that a magnitude 7.5 earthquake occurring today on
7 the Hayward Fault would likely cause hundreds of deaths and significant property damage,
8 with estimates as high as \$200 billion; and

9 WHEREAS, A large magnitude earthquake would damage critical City public health
10 facilities and infrastructure, thereby compromising the capacity of health care workers and first
11 responders, including fire and police personnel, to respond effectively; and

12 WHEREAS, The Public Health and Safety Bond (the "Bond") will provide funding for
13 critical public health and safety facilities as further described below; and

14 WHEREAS, With adequate funding the City can make essential seismic retrofits and
15 fire response system improvements at the Pricilla Chan and Mark Zuckerberg San Francisco
16 General Hospital and Trauma Center campus and neighborhood clinic, including but not
17 limited to the modernization of fire response systems and the renovation and expansion of the
18 Southeast Health Center, and the improvement of high-demand community health centers
19 with access to mental health, urgent care, substance abuse, dental and social services
20 (collectively the "Public Health Project"), and

21 WHEREAS, With adequate funding the City can renovate and seismically upgrade the
22 San Francisco Fire Department Ambulance Deployment Facility, which includes the
23 construction of a modern, seismically safe ambulance and paramedic deployment facility, as
24 well as make urgently needed repairs and modernizations to neighborhood fire stations
25 Citywide (collectively, the "Fire Safety Project"); and

1 WHEREAS, With adequate funding the City can correct public health and safety
2 deficiencies at City-owned shelters and service delivery sites to improve facilities and expand
3 services for homeless individuals and families (collectively, the "Homeless Health and Safety
4 Project" and

5 WHEREAS, The Board recognizes the need to seismically strengthen and safeguard
6 the City's critical public health, safety and homeless services facilities to better secure the
7 health, safety and welfare of City residents; now, therefore, be it

8 RESOLVED, By the Board of Supervisors:

9 Section 1. The Board determines and declares that the public interest and necessity
10 demand the rehabilitation, improvement and seismic upgrade of public health and safety
11 facilities, including making seismic upgrades and improvements to the Pricilla Chan and Mark
12 Zuckerberg San Francisco General Hospital campus, the renovation of and construction of a
13 new addition to the South East Health Center; the improvement of high-demand community
14 health centers with the expansion of and access to mental health, urgent care, substance
15 abuse, dental, and social services; the construction of a seismically safe Ambulance
16 Deployment Facility, and the modernization and upgrade of neighborhood fire stations
17 Citywide; and the improvement and increased capacity of facilities to better serve homeless
18 individuals and families at City-owned shelters and homeless service sites, and the payment
19 of related costs necessary or convenient for the foregoing purposes.

20 Section 2. The estimated cost of \$350,000,000 of the Bond is and will be too great to
21 be paid out of the ordinary annual income and revenue of the City, will require an expenditure
22 greater than the amount allowed by the annual tax levy, and will require the incurrence of
23 bonded indebtedness in an amount not to exceed \$350,000,000.

24 Section 3. The Board, having reviewed the proposed legislation, makes the following
25 findings in compliance with the California Environmental Quality Act ("CEQA"), California

1 Public Resources Code Sections 21000 et seq., the CEQA Guidelines, 15 Cal. Administrative
2 Code Sections 15000 et seq., ("CEQA Guidelines"), and San Francisco Administrative Code
3 Chapter 31 ("Chapter 31"). The facilities and programs proposed to be funded with this Bond
4 have been reviewed as required by CEQA. Certain programmatic facilities to be constructed
5 or acquired with proceeds of the Bonds, including the neighborhood fire stations, the
6 homeless shelters and service facilities and the high demand community health centers are
7 statutorily exempt from environmental review under CEQA Guidelines, Section 15273(a)(4).
8 The Environmental Review Officer has also determined that the proposed facilities are either
9 exempt from CEQA as follows:

10 a. PUBLIC HEALTH PROJECTS.

11 1. San Francisco General Hospital Building 5. On April 6, 2015, the Planning
12 Department determined that interior alterations and seismic retrofit of San Francisco General
13 Hospital Buildings 5 is categorically exempt from environmental review under Class 1 of
14 CEQA Guidelines Section 15301.

15 2. Southeast Health Center. On June 16, 2015, the Planning Department determined
16 that renovation of and a two-story horizontal addition to the Southeast Health Center (2401
17 Keith Street) was categorically exempt from environmental review under Class 32 of the
18 CEQA Guidelines, Section 15332.

19 3. Community Health Centers. On January 26, 2016, the Planning Department
20 determined that the Bond funding program for the improvement of high demand community
21 health centers across the City and the expansion of access to mental health, urgent care,
22 substance abuse, dental, and social services was statutorily exempt from environmental
23 review under CEQA Guidelines, Section 15273(a)(4)—establishment of rates, tolls, fares, and
24 charges for the purpose of obtaining funds for capital projects necessary to maintain service
25 within existing service.

1 b. SAFETY PROJECT. On December 11, 2015, the Planning Department determined
2 that the demolition of two small structures and construction of a 30,334 gross square foot San
3 Francisco Fire Department (“SFFD”) Emergency Medical Services Facility and 62,000 gross
4 square foot parking structure behind SFFD Fire Station No. 9 at 2245 Jerrold Avenue was
5 categorically exempt from environmental review under Class 32 of the CEQA Guidelines,
6 Section 15332.

7 c. NEIGHBORHOOD FIRE STATIONS. On January 26, 2016, the Planning
8 Department determined that the Bond funding program for the modernization and upgrade of
9 San Francisco Fire Department neighborhood fire stations citywide was statutorily exempt
10 from environmental review under CEQA Guidelines, Section 15273(a)(4)—establishment of
11 rates, tolls, fares, and charges for the purpose of obtaining funds for capital projects
12 necessary to maintain service within existing service areas;

13 d. HOMELESS HEALTH AND SAFETY PROJECT. On January 26, 2016, the Planning
14 Department determined that the Bond funding program for the improvement of facilities to
15 better serve homeless individuals and families at shelters and homeless service sites, and
16 acquisition and construction of related facilities, was statutorily exempt from environmental
17 review under CEQA Guidelines, Section 15273(a)(4)—establishment of rates, tolls, fares, and
18 charges for the purpose of obtaining funds for capital projects necessary to maintain service
19 within existing service areas.

20 The Board affirms these exemption determinations of the Planning Department, for the
21 reasons set forth in the analyses in these exemptions contained in Board of Supervisors File
22 No. 151275, incorporated herein by this reference thereto. The Board finds that based on the
23 whole record before it there are no substantial project changes, no substantial changes in
24 project circumstances, and no new information of substantial importance that would change
25

1 the conclusions set forth in these exemption determinations by the Planning Department that
2 these proposed projects are exempt from environmental review.

3 Section 4. The Board finds and declares that the proposed Bond is (i) in conformity
4 with the priority policies of Section 101.1(b) of the San Francisco Planning Code, (ii) in
5 accordance with Section 4.105 of the San Francisco Charter and Section 2A.53(f) of the
6 San Francisco Administrative Code, and (iii) consistent with the City's General Plan, and
7 adopts the findings of the Planning Department, as set forth in the General Plan Referral
8 Report dated January 26, 2016, a copy of which is on file with the Clerk of the Board of
9 Supervisors in File No. 151275 and incorporates such findings by reference.

10 Section 5. The time limit for approval of this resolution specified in Section 2.34 of the
11 San Francisco Administrative Code is waived.

12 Section 6. Under Section 2.40 of the San Francisco Administrative Code, the
13 ordinance submitting this proposal to the voters shall contain a provision authorizing landlords
14 to pass-through 50% of the resulting property tax increases to residential tenants in
15 accordance with Chapter 37 of the San Francisco Administrative Code.

16 Section 7. Documents referenced in this resolution are on file with the Clerk of the
17 Board of Supervisors in File No. 151275, which is hereby declared to be a part of this
18 resolution as if set forth fully herein.

19
20 APPROVED AS TO FORM:

21 DENNIS J. HERRERA
22 City Attorney

23
24 By: _____

25 Mark D. Blake
Deputy City Attorney

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<p>Items 1 and 2 Files 15-1275 and 15-1276 <i>(Continued from January 27, 2016)</i></p>	<p>Departments: Department of Public Works (DPW), Fire Department Department of Public Health, Animal Care and Control City Administrator’s Office, Capital Planning Program Controller’s Office of Public Finance</p>
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EXECUTIVE SUMMARY

Legislative Objectives

- **File 15-1275:** Resolution determining and declaring the public interest and necessity demand the construction, acquisition, improvement, seismic strengthening and betterment of critical community and mental health, emergency response and safety and homeless shelter and service facilities and the payment of costs necessary or convenient for the foregoing purposes; finding that the estimated \$350,000,000 cost for such improvements is too great to be paid out of the ordinary annual income and revenue of the City and will require incurring bonded indebtedness; adopting findings under the California Environmental Quality Act (CEQA), Administrative Code Chapter 31 and the Planning Code; and waiving time limits in Administrative Code, Section 2.34.
- **File 15-1276:** Ordinance calling and providing for a special election to be held on June 7, 2016 in order to submit to San Francisco voters a proposition to incur \$350,000,000 for construction, acquisition, improvement, seismic strengthening and betterment of critical community and mental health, emergency response and safety and homeless shelter and service facilities and related costs.

Key Points

- The proposed 2016 Public Health and Safety General Obligation Bond would fund six projects: (1) \$222 million for seismic upgrades and renovations to San Francisco General Hospital (SFGH-Building 5); (2) \$30 million for renovation and expansion of Southeast Health Center; (3) \$44 million for constructing a new ambulance deployment center, (4) \$20 million for Community Health Centers, (5) \$20 million for homeless shelters and service sites, and (6) \$14 million for neighborhood fire stations.

Fiscal Impact

- At least \$10,800,000 for furniture, fixtures and equipment, which cannot be paid with bond proceeds, will likely need General Fund support, subject to approval by the Board of Supervisors.
- The \$350,000,000 GO Bonds at projected annual interest of 6% for 20 years, assuming three issuances, results in total debt service costs of \$603,999,767, including \$253,999,757 interest and \$350,000,000 principal, with \$27,454,535 average annual debt service. Debt service is paid from Property Taxes, such that an owner of a \$600,000 assessed home will pay \$54.27 average annual additional Property Taxes.
- \$54 million of the \$350 million GO bond are not specifically identified in the City’s Ten Year Capital Plan.

Recommendations

- Amend the proposed ordinance and resolution to add, “On January 26, 2016, the Planning Department determined that the Bond funding program for the improvement of high demand community health centers across the City and the expansion of access to mental health, urgent care, substance abuse, dental and social services was statutorily exempt from environmental review under CEQA Guidelines, Section 15273(a)(4)-establishment of rates, tolls, fares, and charges for the purpose of obtaining funds for capital projects necessary to maintain service within existing service areas.”
- Approval of the proposed ordinance and resolution to submit a \$350 million General Obligation bond to San Francisco voters for the June 2016 ballot is a policy decision for the Board of Supervisors.

MANDATE STATEMENT / BACKGROUND**Mandate Statement**

According to Article 16, Section 18(a) of the State of California Constitution, no county, city, town, township, board of education, or school district, shall incur any indebtedness or liability for any purpose exceeding in any year the income and revenue provided for such year, without the approval of two-thirds of the voters of the public entity voting at an election to be held for that purpose. Section 9.105 of the City's Charter provides that the Board of Supervisors is authorized to approve the issuance and sale of General Obligation bonds in accordance with State law or local procedures adopted by ordinance.

City Administrative Code Section 2.34 requires that (1) a resolution of public interest and necessity for the acquisition, construction or completion of any municipal improvement be adopted by the Board of Supervisors not less than 141 days, and (2) an ordinance ordering the submission of the proposal to San Francisco voters be adopted by the Board of Supervisors not less than 99 days, before the election at which such proposal will be submitted to the voters. These time limits may be waived by resolution of the Board of Supervisors.

BackgroundCity's Ten-Year Capital Plan

The City's Ten Year (FY 2016-2025) Capital Plan, approved by the Board of Supervisors on April 21, 2015, provides an assessment of the City's capital needs, the investment required to meet those needs and a detailed plan to finance capital improvements over the next ten years. This Capital Plan recommends \$23 billion in direct City investments plus \$9 billion of external funding, for a total of \$32 billion in capital improvements over the next ten years, including a \$311 million Public Health and Safety General Obligation (GO) Bond to be submitted to San Francisco voters for the June 2016 ballot. This \$311 million GO Bond included:

(a) \$192 million to seismically retrofit and renovate the existing San Francisco General Hospital (SFGH) (Building 5);

(b) \$30 million for renovation and expansion of the Department of Public Health's (DPH) Southeast Health Center;

(c) \$49 million to seismically retrofit and renovate the City's Animal Care and Control facility; and

(d) \$40 million for a new seismically safe expanded Fire Department Ambulance Deployment Center.

Capital Planning Committee

On January 25, 2016, the Capital Planning Committee met and approved placing a \$350 million GO Bond on the June 2016 ballot, with amendments that substitute the City's Animal Care and Control facility (now estimated to cost \$54 million) with (a) \$20 million for improvement of community health centers, (b) \$20 million for facilities to better serve homeless individuals and

families and (c) \$14 million for neighborhood fire stations. On January 27, 2016, the Budget and Finance Committee approved the Capital Planning Committee amendments to the proposed ordinance and resolution to reflect these changes and continued the legislation to the February 3, 2016 meeting. The Capital Planning Committee also approved amending the City's Certificate of Participation (COP) program to include the construction of a new seismically-safe Animal Care and Control shelter.

San Francisco General Hospital Campus

The new Priscilla Chan and Mark Zuckerberg San Francisco General Hospital and Trauma Center (Zuckerberg San Francisco General), constructed with \$887 million of 2008 San Francisco voter-approved General Obligation bonds and significant private gifts and donations, is scheduled to open in the Spring of 2016. In preparation for the opening of this new facility, the Department of Public Health (DPH) and the Department of Public Works contracted with SOHA Engineers, a structural engineering firm, at a total cost of \$303,015 to evaluate the structural performance of the adjacent older 1970s-era existing hospital facility (Building 5). This evaluation found that significant corrective structural work was needed to reinforce and improve the seismic safety of this facility, as well as fire and life safety and related regulatory requirements and renovations.

Once the new Zuckerberg San Francisco General acute care and trauma center opens and patients are transferred from Building 5, this older 1970s-era existing main hospital facility is proposed to be seismically and structurally upgraded to house outpatients, urgent care and the City's psychiatric emergency services. It should be noted that the overall San Francisco General Hospital campus includes 15 buildings which provide various health services, eight of which need seismic safety improvements¹. Mr. Brian Strong, Director of the Capital Planning Program advises that a future GO bond in 2022 is anticipated to be requested for seismic improvements for SFGH Buildings 80/90. In addition, DPH is currently studying the feasibility of future uses for the eight buildings that would seek alternate financing mechanisms, to offset the use of General Fund monies. These studies are anticipated to be completed in the fall of 2016.

Southeast Health Center

The Department of Public Health (DPH) owns and operates ten neighborhood-based primary care health centers, which are identified in the attached map, including the 17,000 square foot Southeast Health Center, which opened in 1979 at 2401 Keith Street in the Bayview Hunters Point neighborhood. The Southeast Health Center provides acute and chronic illness services, preventive medical care, prenatal, mental health and substance abuse care, as well as dental, optometry and podiatry care. DPH advises that while improvements have been made and planned for the other health centers, the Southeast Health Center facility is both outdated and inadequate to serve the growing needs of the patient community and unique because DPH wants to relocate behavioral health services from leased space into a new adjacent addition to the Southeast Health Center facility in order to develop an integrated model of health care to better meet the needs of vulnerable and at-risk individuals and families.

¹ The eight buildings that require seismic safety improvements are: Buildings 1, 9, 10, 20, 30, 40, 80/90 and 100.

Other DPH Health Centers

DPH recently made improvements to integrate primary care and mental health services at two health centers—Ocean Park Health Center and Sunset Mental Health, as highlighted in the attached map. This integrated approach allows DPH to provide coordinated primary care, mental health, dental care, substance abuse disorder and social services within one facility. DPH would use additional bond funds to reconfigure and upgrade its facilities to provide integrated primary care and behavioral services at all its clinics. As these are programmatic fund allocations, the specific locations, projects and costs have not been identified. However, DPH indicates that changes to the Castro Mission Health and Maxine Hall clinics are currently in the early stages of programming and design.

Fire Department Ambulance Deployment Facility

In 2015, the Fire Department responded to more than 100,000 emergency medical service calls, an average of 274 calls per day, transporting approximately 55,000 patients to local hospitals. A new dynamic deployment model fully implemented by July 2009 strategically deploys ambulances from specified locations throughout the City, depending on demands for emergency medical services. The current 1½ story Ambulance Deployment Facility sits on a 64,000 square foot lot, at 1415 Evans Avenue in the Bayview neighborhood, only has space to restock one ambulance at a time, which can delay the turn-around time to return ambulances to serve, slowing emergency response times.

The proposed bond would construct a new seismically safe 30,000 square foot, three-floor facility and 55,000 square foot parking structure on the City-owned site at 2245 Jerrold Avenue in the Bayview neighborhood. The new facility would include four ambulances restocking bays, ambulance supplies warehouse, locker rooms, on-site training rooms and secure, off-street parking. Currently, 2245 Jerrold Avenue contains Fire Station 9 and three buildings for materials and vehicle storage, two of which would be demolished to allow construction of the new facility. The Fire Department proposes to consolidate its Bureau of Equipment functions from a seismically unsafe unreinforced masonry building at 2510 25th Street to the 1415 Evans Avenue site.

Neighborhood Fire Stations

All 44 City Fire Stations have structural, seismic or other health and safety-related building deficiencies. If not addressed, these deficiencies could render Fire Stations inoperable after a major earthquake or disaster.

The first Earthquake Safety and Emergency Response (ESER) GO Bond in 2010 provided \$65 million for improvements to 23 of the City's 44 neighborhood fire stations in every Supervisorial district. The second ESER GO Bond in 2014 provided \$85 million for additional improvements to fire stations. As of January 2016, the 2014 ESER bond funds were expended on five completed fire stations and planning and design for nine additional stations. The proposed bond funds would be used for additional capital improvements at fire stations, based on existing capital project planning and prioritization.

Homeless Service Sites

The City provides homeless services at various sites including: three City-owned homeless shelters, a Navigation Center at a temporary site and two deployment centers for the San Francisco Homeless Outreach Team (SFHOT) at leased sites. The two homeless shelters at 1001 Polk Street and 525 5th Street provide services to homeless adults, and one shelter at 260 Golden Gate provides services to families. The Navigation Center, at 1950 Mission Street, provides various services to transition homeless individuals to permanent housing solutions. The SFHOT deployment centers deploy multiple agencies' staff to assess medical and behavioral crises, refer persons to emergency care and other services and provide case management to severely disabled individuals living on the street.

As programmatic fund allocations, the specific locations, projects and costs have not been identified. However, the funds would generally be used to repair and replace health and safety systems in the three City-owned homeless shelters, including fire protection systems, plumbing, roofs, ADA requirements, security, heating and ventilation, electrical and seismic upgrades. In addition, funding would be used to remodel, modernize or acquire facilities to improve homeless services, such as through innovative service models as the Navigation Center and SFHOT.

DETAILS OF PROPOSED LEGISLATION

File 15-1275: The proposed resolution would (a) determine and declare that the public interest and necessity demand the construction, acquisition, improvement, seismic strengthening and betterment of critical community and mental health, emergency response and safety and homeless shelter and service facilities and the payment of \$350,000,000 costs is necessary or convenient for the foregoing purposes; (b) find that a portion of the proposed bond is not a project under the California Environmental Quality Act (CEQA) and adopt findings under CEQA for the remaining portion of the bond; (c) find that the proposed bond is in conformity with the priority policies of Planning Code, Section 101.1(b) and with the General Plan consistency requirement of Charter, Section 4.105 and Administrative Code, Section 2A.53; and (d) waive the time limits set forth in Administrative Code Section 2.34.

File 15-1276: The proposed ordinance would (a) call and provide for a special election to be held in San Francisco on June 7, 2016 in order to submit to San Francisco voters a proposition to incur \$350,000,000 of General Obligation bonded indebtedness to finance the construction, acquisition, improvement, seismic strengthening and betterment of critical community and mental health, emergency response and safety and homeless shelter and service facilities and related costs; (b) specify the tax levy and interest rates; (c) authorize landlords to pass-through 50% of the resulting property tax increase to residential tenants in accordance with Administrative Code Chapter 37; and (d) establish the election provisions.

Under the proposed resolution (File 15-1275) and ordinance (File 15-1276), the Board of Supervisors would:

- find that the estimated \$350,000,000 cost of the proposed capital improvements are too great to be paid out of the ordinary annual income and revenue of the City and County of San Francisco (City) and will require expenditures greater than the amount allowed in the existing annual tax levy, thus requiring the City to incur bonded indebtedness;
- find that each of the facilities proposed to be funded with this bond have been reviewed as required by the California Environmental Quality Act (CEQA) and the proposed facilities are either categorically exempt from environmental review, or statutorily exempt from CEQA;
- find that the proposed bond is in conformity with the eight priority policies of Planning Code, Section 101.1(b)² and consistent with the City's General Plan;
- authorize landlords to pass-through 50% of the subject property tax increases to residential tenants in accordance with Chapter 37 of the Administrative Code;
- fix the date of June 7, 2016 and the manner of the election, procedures for voting on the proposition, notice of such election and consolidate the special election with the general election;
- fix the maximum rate of interest on the bonds and provide for the levy and collection of property taxes to pay both the principal and interest on the bonds;
- incorporate (a) Administrative Code Chapter 83, authorizing all contracts funded with the proceeds of these bonds be subject to the City's First Source Hiring Program, and (b) Chapter 14B, requiring the Local Business Enterprise and Non-Discrimination in Contracting Ordinance provisions;
- waive the ballot proposition word limit imposed by Municipal Elections Code Section 510;
- comply with Section 53410 of the California Government Code regarding restrictions on the use of bond proceeds;
- waive Administrative Code Section 2.34 time requirement provisions; and
- incorporate Administrative Code Section 5.30-5.36 provisions regarding the Citizen's General Obligation Bond Oversight Committee (CGOBOC) annual review and report to the Mayor and the Board of Supervisors.

The proposed \$350,000,000 General Obligation Bond would be referred to as the 2016 Public Health and Safety Bond, and would fund the facilities shown in Table 1 below:

² The Eight Priorities of City Planning Code Section 101.1 include: (1) existing neighborhood-serving retail uses be preserved and enhanced, and future opportunities for resident employment in and ownership of such businesses enhanced; (2) existing housing and neighborhood character be conserved and protected in order to preserve the cultural and economic diversity of our neighborhoods; (3) the City's supply of affordable housing be preserved and enhanced; (4) commuter traffic not impede Muni transit service or overburden our streets or neighborhood parking; (5) a diverse economic base be maintained by protecting our industrial and service sectors from displacement due to commercial office development, and that future opportunities for resident employment and ownership in these sectors be enhanced; (6) the City achieve the greatest possible preparedness to protect against injury and loss of life in an earthquake; (7) landmarks and historic buildings be preserved; and (8) parks and open space and their access to sunlight and vistas be protected from development.

Table 1: Summary of Projects and Costs for the Proposed 2016 GO Bond

Projects	Bond Amount	Description
Existing San Francisco General Hospital (Building 5)	\$222,000,000	Seismic improvements, and fire alarm system, fire sprinklers and associated upgrades to electrical and mechanical life and safety systems, including new infection-control and ventilation systems, upgraded restrooms, fixtures, hardware, ADA improvements and modernization of the facility.
Southeast Health Center	30,000,000	Phase I includes \$5 million renovation of the existing Southeast Health Center at 2401 Keith Street in the Bayview-Hunters Point neighborhood to expand patient capacity and upgrade and modernize the facility. Phase II includes \$25 million construction of a new approximately 20,000 square foot adjacent two-story addition to provide comprehensive behavioral patient health services.
Other DPH Health Centers	20,000,000	Capital improvements to reconfigure and upgrade DPH facilities to provide Integrated Wellness Hub concept in community health centers, to coordinate primary care, mental health, dental care, substance abuse disorder and social services.
Fire Department Ambulance Deployment Facility	44,000,000	Construction of a new seismically safe 3-floor facility and parking structure at 2245 Jerrold Avenue to accommodate more efficient restocking of four ambulances at one time, including dispatch, training facilities and Fire Department offices.
Neighborhood Fire Stations	14,000,000	Capital improvements similar to ESER 2010 and 2014 at an additional group of fire stations, including replacement of emergency generators, roof repairs and replacement, repainting and refurbishing, and mechanical and general facility renovations. To extent feasible, will include seismic improvements at selected fire stations.
Homeless Service Sites	20,000,000	Major health and safety system repairs and replacement in three City-owned homeless shelters, including plumbing, roofs, fire alarms, kitchens, ADA and security, heating and ventilation, electrical and seismic upgrades. Funds also to be used to remodel, modernize or acquire facilities to improve homeless services, such as through the Navigation Center and SFHOT.
Total	\$350,000,000	

Regarding the California Environmental Quality Act (CEQA) findings:

- On February 13, 2015, the Planning Department determined that the proposed SFGH Building 5 project is categorically exempt from CEQA.
- On June 16, 2015, the Planning Department determined that the proposed Southeast Health Center project is categorically exempt from CEQA, as an in-fill development project.

- On December 11, 2015, the Planning Department determined that the proposed Fire Department Ambulance Deployment Facility is categorically exempt from CEQA, as an in-fill development project.
- On January 26, 2016, the Planning Department determined that the three added capital programs regarding DPH health centers, neighborhood fire stations and homeless shelters are statutorily exempt from CEQA under CEQA Guidelines, Section 15273(a)(4). If these program bond funds are approved, the individual bond-funded projects would be referred to the Planning Department for environmental review.

Both the proposed ordinance and resolution should be amended to clarify that the Planning Department environmental determination for bond funding programs for the improvement of the other DPH health centers was completed on January 26, 2016 and found to be statutorily exempt from environmental review under CEQA Guidelines, Section 15273(a)(4).

FISCAL IMPACT

Rationale for Proposed Costs

This \$350 million Public Health and Safety General Obligation Bond was initially included in the 2016-2025 City 10-Year Capital Plan at \$311 million³, including a new Animal Care and Control facility. As noted above, on January 25, 2016, the Capital Planning Committee amended the proposal to substitute the \$54 million Animal Care and Control facility with (a) \$20 million for community health centers, (b) \$20 million for homeless facilities and (c) \$14 million for neighborhood fire stations.

Development of the original three projects was based on preliminary planning and seismic analysis funded with General Fund appropriations, including (a) \$11,375,000 for SFGH in FY 2012-13 through FY 2015-16, and (b) \$2,500,000 for the Southeast Health Center in FY 2012-13, which would be reimbursed by the proposed 2016 GO Bond funds, if approved by the voters. Although specific locations and projects have not yet been identified, DPH estimates that average renovation costs for each DPH Health Center would be \$4-\$5 million depending on the extent and scope of work.

A breakdown of the total estimated costs of \$350 million for the six proposed projects is shown in Table 2 below.

³ The Ten Year Capital Plan estimate of \$311 million for the subject GO Bond increased to \$350 million as a result of additional technical seismic analysis, specific identified locations and further defined scope. The SFGH building is now estimated to cost \$222 million (instead of \$192 million), the Animal Care and Control facility budget moved \$5 million of General Fund costs to bond expenses, increasing the estimated bond cost to \$54 million (instead of \$49 million) and the Ambulance Deployment Center is now estimated to cost \$44 million (instead of \$40 million).

Table 2: Estimated Costs for the Six Proposed Projects

	SFGH Existing Hospital	Southeast Health Center	Other DPH Health Centers	Ambulance Deployment	Neighbor- hood Fire Stations	Homeless Shelters
Arch/Engin/Mgmt	\$61,332,425	\$9,506,550	\$6,750,000	\$8,510,000	\$2,810,000	\$3,840,000
Permits	1,920,075	250,000	200,000	810,000	270,000	390,000
Other City Agencies	<u>750,000</u>	<u>249,700</u>	<u>200,000</u>	<u>680,000</u>	<u>360,000</u>	<u>520,000</u>
Subtotal Proj Control	\$64,002,500	\$10,006,250	\$7,150,000	\$10,000,000	\$3,440,000	\$4,750,000
Construction	134,539,130	17,125,000	11,000,000	29,470,000	9,000,000	13,000,000
Contingency (15%)	<u>20,180,870</u>	<u>2,568,750</u>	<u>1,650,000</u>	<u>2,830,000</u>	<u>1,350,000</u>	<u>1,950,000</u>
Subtotal Construction	\$154,720,000	\$19,693,750	\$12,650,000	\$32,300,000	\$10,350,000	\$14,950,000
Inflation Reserve ⁴				<u>1,000,000</u>		
Subtotal				1,000,000		
Bond Issuance	3,277,500	300,000	200,000	700,000	210,000	300,000
Total Project Cost	\$222,000,000	\$30,000,000	\$20,000,000	\$44,000,000	\$14,000,000	\$20,000,000

The above project costs do not include the costs for furniture, fixtures or equipment, which cannot be paid from the proposed GO bond. Such costs are estimated to total \$10,800,000, including \$7,800,000 for the SFGH existing hospital, \$2,000,000 for the Southeast Health Center and \$1,000,000 for the Ambulance Deployment. This \$10,800,000 cost, which is included in the City's 5-Year Financial Plan, will likely need to be funded with General Fund monies, subject to future appropriation approval by the Board of Supervisors. Additional furniture, fixtures and equipment requirements for the program elements of the proposed bond will not be known until specific projects and locations are determined.

Proposed Bond Financing Costs

If the proposed \$350,000,000 Public Health and Safety General Obligation Bonds are approved by San Francisco voters in June of 2016, Ms. Nadia Sesay, Director of the Office of Public Finance anticipates that these bonds would be sold in three issuances in approximately October 2016 (\$120 million), January 2018 (\$137 million) and January 2019 (\$93 million), as summarized in Table 3 below.

Table 3: Sources and Uses of \$350,000,000 Public Health and Safety Bonds

Issuances	1: October 2016	2: January 2018	3: January 2019	Total
Total Sources	\$120,000,000	\$137,000,000	\$93,000,000	\$350,000,000
Uses				
Project Funds	\$118,241,500	\$135,065,000	\$91,526,000	\$344,832,500
CSA Audit Fee	<u>238,500</u>	<u>270,000</u>	<u>183,500</u>	<u>692,500</u>
Total Fund Deposit	\$118,480,000	\$135,335,500	91,709,500	\$345,525,000
Cost of Issuance	\$500,000	\$500,000	\$500,000	\$1,500,000
Underwriter's Discount	900,000	1,027,500	697,500	2,625,000
CGOBC Fees	<u>120,000</u>	<u>137,000</u>	<u>93,000</u>	<u>350,000</u>
Total Uses	\$120,000,000	\$137,000,000	\$93,000,000	\$350,000,000

In accordance with Section 5.31 of the Administrative Code, one-tenth of one percent (0.1%) of the bonds gross proceeds shall be deposited into a Controller's Office fund, to be appropriated by the Board of Supervisors to cover the costs of the Citizens' General Obligation Bond

⁴ Inflation Reserve included to supplement budgeted expenses in the event inflation exceeds budgeted 5% per year.

Oversight Committee (CGOBOC). The Controller's City Service Audit (CSA) fee, bond issuance costs, underwriter's discount and the CGOBOC fee are included in the total estimated project costs of \$350,000,000 reflected in Table 1 above. These costs total approximately \$5,167,500, which would be separately charged to each of the projects, based on the actual costs.

According to Ms. Sesay, the \$350,000,000 of General Obligation Bonds are projected to have an annual interest rate not to exceed 6.0 percent, with each issuance for 20 years, such that debt service payments will extend from 2017 through 2038, depending on the issuance date. The bonds will result in estimated total debt service payments of \$603,999,767, including \$253,999,767 in interest and \$350,000,000 in principal, with average annual debt service payments of \$27,454,535.

Repayment of the annual debt service will be recovered through increases to the annual Property Tax rate. The owner of a single family residence with an assessed value of \$600,000, assuming a homeowners exemption of \$7,000, would pay average annual additional Property Taxes to the City of \$54.27 per year to cover the debt service on the proposed \$350,000,000 Public Health and Safety General Obligation Bonds. However, all such property tax increases should be offset through the retirement of existing General Obligation bonds.

The City's Charter imposes a three percent limit on the amount of General Obligation Bonds that can be outstanding at any given time, relative to the total assessed value of property in the City. The FY 2015-16 net assessed value of property in the City is \$194,392,571,976, such that the three percent limit is currently \$5,831,777,159. According to Ms. Sesay, as of January 1, 2016, there was \$1,972,113,899 of General Obligation Bonds outstanding, or approximately 1.01% of the total assessed value of property in the City.

If the subject \$350,000,000 General Obligation Bonds are issued, the outstanding General Obligation Bonds would total \$2,322,113,899, or approximately 1.19% of the total assessed value of property. However, the proposed issuances would be consistent with the City's approved Ten-Year Capital Plan, which states that General Obligation bonds will be issued such that Property Tax rates will not increase above the FY 2006 Property Tax rates. Therefore, new General Obligation bonds would only be issued as outstanding General Obligation bonds are retired.

POLICY CONSIDERATION

Since 2008, San Francisco voters have approved seven General Obligation bonds, totaling \$2.8 billion. If the proposed \$350,000,000 General Obligation Bond is approved, it would result in a total of \$3.15 billion of General Obligation bonds. As noted above, the Ten Year Capital Plan includes a total of \$32 billion in capital improvements over the next ten years.

Requires Two-thirds Approval

Approval of the proposed resolution requires two-thirds or more of the Board of Supervisors approval and approval by Mayor. In addition, approval of this \$350,000,000 General Obligation Bond would require approval by at least two-thirds of San Francisco voters. The use

of GO Bond proceeds to finance any project or portion of any project would also be subject to future appropriation approval by the Board of Supervisors.

Coordination with Jail Mental Health Facilities Project

The proposed \$350,000,000 GO bond includes \$222,000,000 to renovate and seismically upgrade the existing SFGH hospital (Building 5) for outpatient services, urgent care and the City's only psychiatric emergency services. The Board of Supervisors is also considering the purchase of property adjacent to the Hall of Justice for a jail replacement and/or mental health facility, which may include \$80 million of State grant funding. Based on recommendations by the Board of Supervisors, the City has established a Jail Closure Committee whose purpose is to define programming requirements and costs associated with a prisoner mental health facility. DPH advises that the Jail Closure Committee will coordinate with other planned programs, such as the renovation and seismic upgrade of Building 5 that may overlap in the delivery of psychiatric emergency services or behavioral health services in the City.

Certificates of Participation for Animal Care and Control

As noted above, the Capital Planning Committee amended the \$350 million GO bond to remove the proposed new \$54 million Animal Care and Control shelter and instead include this facility under the City's Certificate of Participation (COP) program. GO bonds, require two-thirds approval by the voters, are generally less expensive than COPs and impose additional property taxes to pay for the debt on the bonds. In contrast, COPs do not require voter approval, are generally more expensive including higher interest rates than GO bonds, and are typically repaid from revenues related to the project or the City's General Fund.

According to Ms. Sesay, assuming the City's proposed jail replacement and/or mental health facility adjacent to the Hall of Justice moves forward with \$80 million in awarded State grant funding, the \$54 million Animal Care and Control project would fit within the constraints of the City's COP capital plan, without significant impact on the timing of other capital projects. However, Ms. Sesay advises that assuming an interest rate of 6.5% for a \$54 million Animal Care and Control project funded with COPs would result in a total issuance of \$77.7 million and net debt service costs⁵ of \$131.4 million, or average annual debt payments of \$5.7 million over 23 years. In comparison, if the \$54 million Animal Care and Control facility were issued as a stand-alone GO bond, the interest rate is assumed at 6%, the total issuance would be \$55.2 million and total debt service would be \$95.5 million over approximately 20 years or an average of \$4.8 million annually.

Capital Planning Process

As noted above, the City's Ten Year Capital Plan anticipated the need for a GO bond in June 2016 to address (a) SFGH, Building 5, (b) DPH's Southeast Health Center, (c) Fire Department's Ambulance Deployment Center, and (d) Animal Care and Control shelter. However, the Ten Year Capital Plan does not specifically address the additional DPH health centers, neighborhood fire stations or homeless shelters and services.

⁵ The total issuance of \$77.7 million includes a debt service reserve fund of \$7.1 million and capitalized interest of \$15.1 million, such that the net debt service costs deduct the debt service reserve and capitalized interest expense.

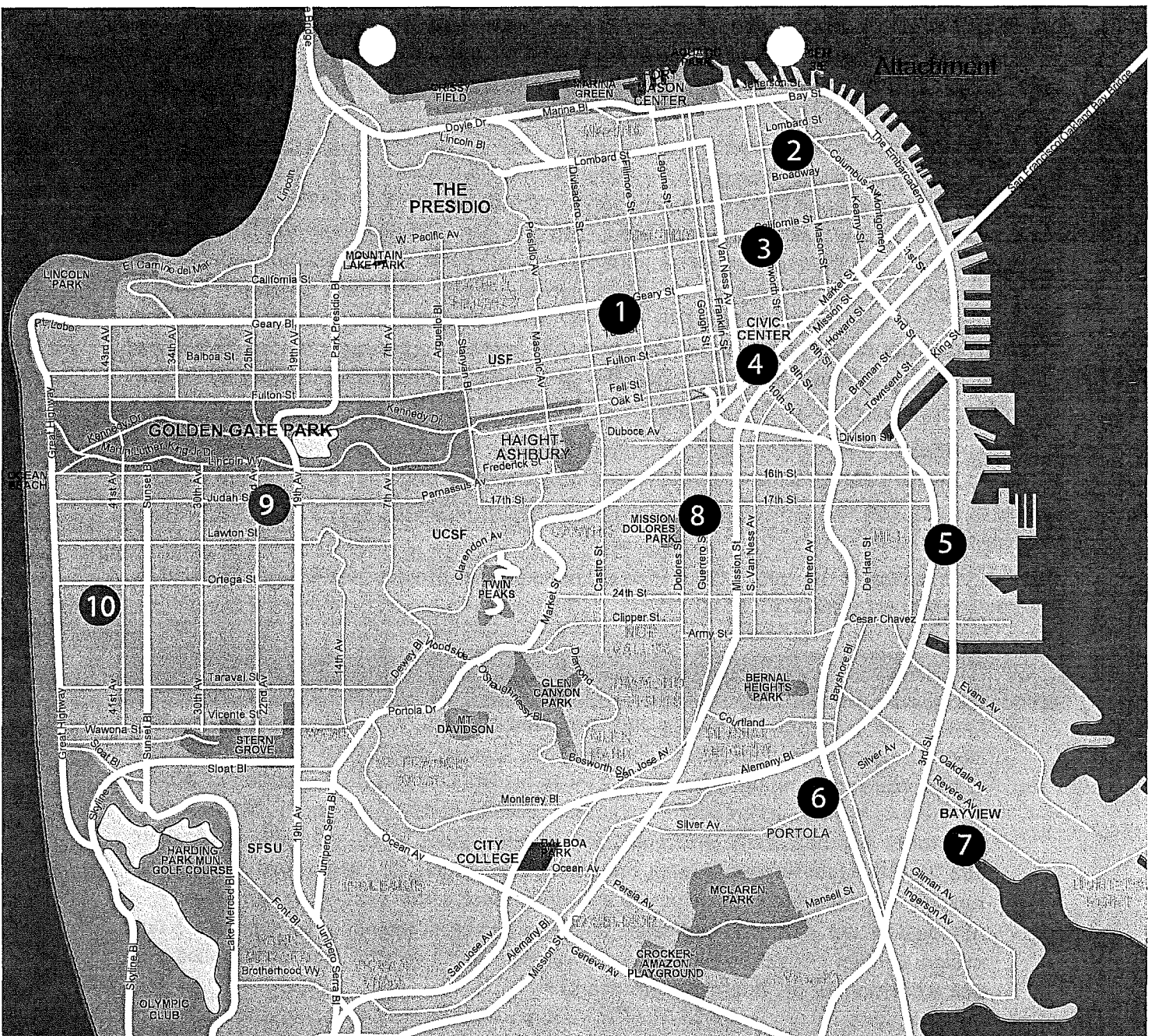
Rather, the Ten Year Capital Plan generally addresses the City's existing Earthquake Safety and Emergency Response Bond (ESER) Program, previously funded with a (a) \$412.3 million voter-approved 2010 GO Bond, which included \$65 million to improve 23 neighborhood fire stations, and (b) an additional \$400 million voter-approved 2014 GO Bond, which included another \$85 million for 21 neighborhood fire stations. Together, these two prior ESER GO Bonds funded \$150 million to improve neighborhood fire stations. Mr. Charles Higuera, Program Manager for ESER advises that recent assessments reflect a \$580 million cost to address the remaining needs at City fire stations. As noted above, the proposed GO bond would fund an additional \$14 million for neighborhood fire stations.

In addition, one of the emerging needs identified in the Ten Year Capital Plan is the Department of Public Health's (DPH) clinic expansion. However, the Plan does not identify any specific details or costs. The Ten Year Capital Plan does not address or specify any homeless shelter or services capital projects.

In total, \$54 million of the total \$350 million GO bond are not project specific nor identified in the City's Ten Year Capital Plan.

RECOMMENDATIONS

- Amend the proposed ordinance and resolution to add, "On January 26, 2016, the Planning Department determined that the Bond funding program for the improvement of high demand community health centers across the City and the expansion of access to mental health, urgent care, substance abuse, dental and social services was statutorily exempt from environmental review under CEQA Guidelines, Section 15273(a)(4)-establishment of rates, tolls, fares, and charges for the purpose of obtaining funds for capital projects necessary to maintain service within existing service areas."
- Approval of the proposed ordinance and resolution, as amended, to submit a \$350 million General Obligation bond to San Francisco voters for the June 2016 ballot is a policy decision for the Board of Supervisors.



- | | |
|---|--|
| 1 Maxine Hall Health Center
1301 Pierce Street | 6 Silver Avenue Family Health Center
1525 Silver Avenue |
| 2 Chinatown Public Health Center
1490 Mason Street | 7 Southeast Health Center
2401 Keith Street |
| 3 Curry Senior Center
333 Turk Street | 8 Castro Mission Health Center
3850 17th Street |
| 4 Tom Waddell Urban Health
50 Tom Waddell | 9 Ocean Park Health Center*
1351 24th Ave. |
| 5 Potrero Hill Health Center
1050 Wisconsin Street | 10 Sunset Mental Health*
1990 41st Ave |

*Recent renovation projects integrating Behavioral Health with Primary Care services. At Sunset Mental Health, Primary Care services were integrated with existing Mental Health services and at Ocean Park, Mental Health services were integrated with existing Primary Care Services.



Capital Planning Committee

Naomi M. Kelly, City Administrator, Chair

MEMORANDUM

January 25, 2016

To: Supervisor London Breed, Board President
From: Naomi Kelly, City Administrator and Capital Planning Committee Chair
Copy: Members of the Board of Supervisors
Angela Calvillo, Clerk of the Board
Capital Planning Committee
Regarding: (1) Public Health and Safety General Obligation (G.O.) Bond

In accordance with Section 3.21 of the Administrative Code, on January 25, 2016, the Capital Planning Committee (CPC) approved the following action items to be considered by the Board of Supervisors. The CPC's recommendations are set forth below.

1. Board File Number: 151275 & 151276

Approval of the Ordinance and related Resolution of Public Interest and Necessity authorizing the proposed Public Health and Safety General Obligation (G.O.) Bond in the amount of \$350,000,000.

Recommendation:

Recommend the Board of Supervisors (BOS) amend the Ordinance and related Resolution of Public Interest and Necessity, as proposed by Kate Howard, Mayor's Budget Director, and London Breed, Board President.

Amendments include:

- Amend the G.O. Bond program to replace the construction of a new, seismically-safe Animal Care and Control Shelter (\$54 million), with the improvement of community health centers (\$20 million), neighborhood fire stations (\$14 million), and facilities to better serve homeless individuals and families (\$20 million)
- Amend the Certificates of Participation program to include the construction of a new, seismically-safe Animal Care and Control Shelter
- Amend the Ordinance and related Resolution of Public Interest and Necessity to reflect the above changes

Comments:

The CPC recommends approval of these items by a vote of 10-0.

Committee members or representatives in favor include: Ken Bukowski, City Administrator's Office; London Breed, Board President; Kate Howard, Mayor's Budget Director; Nadia

Sesay, Controller's Office; Edgar Lopez, Public Works; Sonali Bose, SFMTA; Kathryn How, SFPUC; Thomas DiSanto, Planning Department; Dawn Kamalanathan, Recreation and Parks Department; and Elaine Forbes, Port of San Francisco.



CITY AND COUNTY OF SAN FRANCISCO
OFFICE OF THE CONTROLLER

BOS-11
COB
matrix

B+F clerk
File 151275

Ben Rosenfield
Controller
Todd Rydstrom
Deputy Controller

January 26, 2016

The Honorable Board of Supervisors
City and County of San Francisco
Room 244, City Hall

Angela Calvillo
Clerk of the Board of Supervisors
Room 244, City Hall

RECEIVED
CITY AND COUNTY OF SAN FRANCISCO
JAN 26 AM 10:09
AK

Re: Office of Economic Analysis Impact Report for File Number 151275

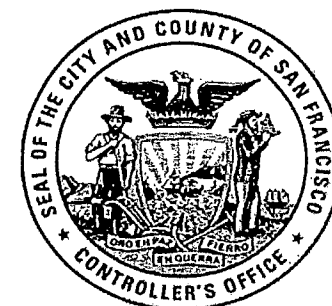
Dear Madam Clerk and Members of the Board:

The Office of Economic Analysis is pleased to present you with its economic impact report on file number 151275, "General Obligation Bond for Public Health and Safety: Economic Impact Report." If you have any questions about this report, please contact me at (415) 554-5268.

Best Regards,

Ted Egan
Chief Economist

cc Linda Wong, Committee Clerk, Budget and Finance Committee



General Obligation Bond for Public Health and Safety : Economic Impact Report

Office of Economic Analysis

Item # 151275

January 26th, 2016

Introduction

- On December 15, 2015, Mayor Lee introduced a resolution placing a \$350 million General Obligation bond on the June 2016 ballot.
- General Obligation (GO) bonds are debt instruments backed by a property tax surcharge. GO bonds must be approved by the voters with a two-third majority.
- The \$350 million bond would improve the earthquake safety of community health, emergency response and safety, and animal care facilities.
- The City has determined that many of these facilities are deteriorating and are seismically inadequate to ensure public health and safety in the event of a major earthquake.
- As with all general obligation debt issued by the City, the resolution provides that landlords may pass-through 50% of the resulting property tax increase to residential tenants in rent-controlled units.
- The OEA is issuing this report as the proposal could have material economic impact on the city, if it were approved by the voters.

Proposed Uses of the GO Bond Proceeds

According to the Department of Public Works in December, 2015, the uses of the bond proceeds would be as follows. The uses may be amended; however, if the total size of the bond does not change, any such amendment would not affect the conclusions of this report.

- \$222 million would go towards essential seismic retrofit and improvements at the Zuckerberg San Francisco General Hospital and Trauma Center.
- \$30 million would go towards renovation, expansion and modernization of fire response systems of Southeast Health Center at 2401 Keith St. in the Bayview-Hunter's Point Neighborhood.
- \$44 million will be used to construct a seismically safe San Francisco Fire Department Ambulance Deployment Facility.
- \$54 million would be dedicated to construct a seismically safe Animal Care and Control (ACC) shelter. The new multi-story animal shelter will be constructed within the envelope of an historic Municipal Railway Overhead Lines building at 1401-1419 Bryant St. The new facility would replace the existing seismically-vulnerable ACC building at 1200 15th St.

Economic Impact Factors

- **Construction Spending:** Approval of the ballot measure would lead to \$350 million in construction spending in the local economy.
- **Higher Property Taxes:** Although the City's Capital Plan introduces new general obligation debt only when older debt is retired, ensuring that property taxes do not rise, if the voters reject this proposal, the property tax rate would fall. Thus, the bond would result in a higher property tax rate than would otherwise be in effect.
- **Safer Facilities:** Improvement in the safety of vital public health infrastructure would reduce injuries, fatalities, and property damage, given the likelihood of an earthquake. However, given uncertainties in earthquake probabilities, the OEA is not able to quantify these benefits at this time.

Economic Impact Assessment

- The REMI model is a system of econometric models that represent important relationships in the city's economy. The OEA uses REMI to simulate the impact of policy changes.
- For this proposed legislation, the REMI model was used to assess the impact of:
 - A \$350 million increase in construction spending over a 5-year period, from 2017 to 2021, or \$70 million annually on average.
 - An increase in property taxes equivalent \$350 million in principal, plus interest rate financed at a 6% rate over a 20 year term, or about \$30.5 million annually, on average.
- Although the debt service costs exceed the construction spending, the net economic impact is projected to be positive. This is because the positive multiplier effects of construction spending outweigh the negative multiplier effects of higher property taxes.
- The net impact, however, is relatively small. Based on the REMI model simulation, the city's economy is expected to add an average of 90 jobs and grow by \$13.5 million, over the 20 year forecast horizon.
- Although the actual interest rate, and the timing of the expenditures, are subject to uncertainty, the finding of a positive net economic impact is not sensitive to reasonable alternative assumptions.

Staff Contacts

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Asim Khan, Ph.D., Principal Economist

asim.khan@sfgov.org

(415) 554-5369



SAN FRANCISCO PLANNING DEPARTMENT

General Plan Referral

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

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

Date: January 26, 2016

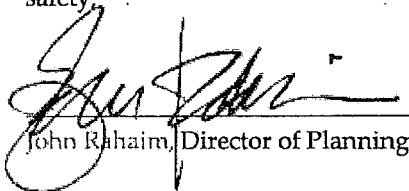
Case 2016-001101GPR
2016 Public Health & Safety Bond

Block/Lot No.: Various, Citywide

Project Sponsor: Jim Buker – (415) 557-4758
jim.buker@sfdpw.org
San Francisco Public Works
30 Van Ness Ave., 4th floor
San Francisco, CA 94102

Staff Contact: Nicholas Perry – (415) 575-9066
nicholas.perry@sfgov.org

Recommendation: Finding the proposed 2016 Public Health & Safety Bond, on balance, in conformity with the General Plan. The bond would provide up to \$350 million for improvements to community health, emergency response and safety.

Recommended By: 
John Rahaim, Director of Planning

PROJECT DESCRIPTION

The City and County of San Francisco is proposing a \$350 million Public Health & Safety Bond for the June 2016 ballot. The proposed bond will fund essential projects and improvements to City infrastructure in two areas: health and safety. Projects which have been identified for funding by the Public Health & Safety Bond are summarized in the table below. This General Plan Referral is for the Bond itself. If approved, Bond-funded projects that meet the following criteria should be referred to the Planning Department to determine whether they require separate Environmental Review or General Plan referral(s), pursuant to Section 4.105 of the Charter and Sections 2A.52 and 2A.53 of the Administrative Code, or other authorization:

- Demolition of buildings / structures
- Construction of new buildings / structures
- Additions to existing structures (enlargement)

	Project	Address	Description	Cost
1	San Francisco Department of Public Health San Francisco General Hospital, Building No. 5	1001 Potrero Avenue	Make earthquake safety improvements and modernize fire response and life safety systems to the existing 1970's era hospital building. Renovate the interior to provide outpatient healthcare services.	\$222 Million
2	San Francisco Department of Public Health Southeast Health Center	2401 Keith Street	Renovate the existing health center and construct a 20,000 gsf addition to provide primary care health services and comprehensive behavioral health services	\$30 Million
3	San Francisco Fire Department Emergency Medical Services Facility	2245 Jerrold Avenue	Construct a modern, seismically safe ambulance and paramedic deployment facility consisting of a three-story, approx. 30,000 gsf building and a three-level approx. 55,000 gsf parking structure.	\$44 Million
4	Homeless Shelters and Homeless Service Sites	Various	Modernization and expansion of existing City-owned homeless shelters and homeless service sites.	\$20 Million
5	San Francisco Department of Public Health Neighborhood Public Health Clinics	Various	Renovation to neighborhood public health clinics that provide primary care and behavioral health across the City	\$20 Million
6	San Francisco Fire Department Neighborhood Fire Stations	Various	Repairs and modernization of San Francisco Fire Department's neighborhood fire stations.	\$14 Million

GENERAL PLAN REFERRAL

ENVIRONMENTAL REVIEW

The projects listed on the previous page and their funding under the bond have received environmental review, summarized below:

(1) San Francisco Department of Public Health, San Francisco General Hospital, Building No. 5, 1001 Potrero Avenue. On April 4, 2015, the Planning Department determined the project categorically exempt from environmental review under Class 1 of CEQA Guidelines Section 15301 (Planning Case No. 2014-002709ENV).

(2) San Francisco Department of Public Health, Southeast Health Center, 2401 Keith Street. On June 16, 2015, the Planning Department determined that renovation of and a two-story horizontal addition to the Southeast Health Center (2401 Keith Street) was categorically exempt from environmental review under Class 32 of the CEQA Guidelines, Section 15332 (Planning Case No. 2014.0500E).

(3) San Francisco Fire Department Emergency Medical Services Facility, 2245 Jerrold Avenue. On December 11, 2015, the Planning Department determined that the demolition of two small structures and construction of a 30,334 gross square foot San Francisco Fire Department (“SFFD”) Emergency Medical Services Facility and 62,000 gross square foot parking structure behind SFFD Fire Station No. 9 at 2245 Jerrold Avenue was categorically exempt from environmental review under Class 32 of the CEQA Guidelines, Section 15332 (Planning Case No. 2015-011249ENV).

(4) Homeless Shelters & Homeless Service Sites, (5) Neighborhood Public Health Clinics, and (6) Neighborhood Fire Stations. Bond funding for improvements to these facilities are statutorily exempt from CEQA under CEQA Guidelines Section 15273 – establishment of rates, tolls, fares, and charges for the purpose of obtaining funds for capital projects necessary to maintain service within existing service areas. If approved, these Bond-funded projects would be referred to the Planning Department for environmental review.

GENERAL PLAN COMPLIANCE AND BASIS FOR RECOMMENDATION

The proposed Bond to fund Public Health and Safety improvements is, on balance, **in conformity** with the General Plan, as described in the body of this Case Report. If the Bond is approved and funds for improvements become available, **projects may require project-level General Plan referrals**, as required by San Francisco Charter §4.105 and § 2A.53 of the Administrative Code and/or other discretionary actions by the Planning Department.

Note: General Plan Objectives are shown in **BOLD UPPER CASE** font; Policies are in **Bold** font; staff comments are in *italic* font.

HOUSING ELEMENT

OBJECTIVE 6

REDUCE HOMELESSNESS AND THE RISK OF HOMELESSNESS

POLICY 6.1

Prioritize permanent housing and service-enriched solutions while pursuing both short- and long-term strategies to eliminate homelessness

GENERAL PLAN REFERRAL

POLICY 6.3

Aggressively pursue other strategies to prevent homelessness and the risk of homelessness by addressing its contributory factors.

Comment: The Bond would provide funds which would be directed toward the modernization of the City's homeless shelters and homeless services sites and provide expanded services to an at-risk population.

COMMUNITY FACILITIES ELEMENT

OBJECTIVE 7

DISTRIBUTION THROUGHOUT THE CITY OF DISTRICT PUBLIC HEALTH CENTERS TO MAKE THE EDUCATIONAL AND PREVENTIVE SERVICES OF THE DEPARTMENT OF PUBLIC HEALTH CONVENIENT TO THE PEOPLE, THEREBY HELPING TO ACHIEVE THE GOALS OF THE PUBLIC HEALTH PROGRAM IN SAN FRANCISCO.

Comment: The Bond would provide funds for renovation of the existing Southeast Health Center and construct a 20,000 gsf addition to provide primary care health services and comprehensive behavioral health service. The Bond would also fund renovations to neighborhood public health clinics across the City.

COMMUNITY HEALTH & SAFETY ELEMENT

OBJECTIVE 1

REDUCE STRUCTURAL AND NON-STRUCTURAL HAZARDS TO LIFE SAFETY AND MINIMIZE PROPERTY DAMAGE RESULTING FROM FUTURE DISASTERS.

POLICY 1.15

Abate structural and non-structural hazards in City-owned structures.

POLICY 1.18

Identify and replace vulnerable infrastructure and critical service lifelines in high-risk areas.

Comment: The Bond would provide funds for renovations, additions, and seismic safety improvements to a variety of City-owned structure that provide critical public health functions such as San Francisco General Hospital, the Southeast Health Center, the San Francisco Fire Department Emergency Medical Services Facility and neighborhood fire stations.

RECOMMENDATION:

Finding the 2016 Public Health & Safety Bond, on balance, in-conformity with the General Plan

If the Bond is approved and funds for improvements become available, future projects may require project-level General Plan referrals, as required by San Francisco Charter §4.105 and § 2A.53 of the Administrative Code and/or other discretionary actions by the Planning Department.

GENERAL PLAN REFERRAL

PROPOSITION M FINDINGS – PLANNING CODE SECTION 101.1

Planning Code Section 101.1 establishes Eight Priority Policies and requires review of discretionary approvals and permits for consistency with said policies. The Project, the proposed \$350,000,000 General Obligation Bond for Public Health and Safety, proposed to be placed on the June 2016 ballot, is found to be consistent with the Eight Priority Policies as set forth in Planning Code Section 101.1 for the following reasons:

Eight Priority Policies Findings

The subject project is found to be consistent with the Eight Priority Policies of Planning Code Section 101.1 in that:

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

The project will not displace or restrict access to any existing neighborhood-serving or restrict future opportunities.

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

The project will not displace any existing housing.

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

The project will not adversely impact the City's supply of affordable housing and existing neighborhood housing will be preserved.

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

The project will not impede Muni transit service or overburden streets or neighborhood parking.

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

The project will not displace any individual businesses.

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

The project would fund improvements to City facilities which will enhance the City's ability to protect against injury and loss of life in an earthquake.

7. That landmarks and historic buildings be preserved.

The project would not have an adverse effect on landmarks or historic buildings. Projects funded by the Bond will be evaluated individually for any impacts to historic buildings.

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

The project will not impact parks and open spaces.



SAN FRANCISCO PLANNING DEPARTMENT

Certificate of Determination Exemption from Environmental Review

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

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

Case No.: 2012.1103E
Project Title: 2401 Keith Street
Zoning: P (Public) Use District
40-X Height and Bulk District
Block/Lot: 4849/016
Lot Size: 52,500 square feet
Project Sponsor: Lisa Zayas-Chien – (415) 554-2889
lisa.zayas-chien@sfdph.org
Staff Contact: Melinda Hue – (415) 575-9041
Melinda.Hue@sfgov.org

PROJECT DESCRIPTION:

The 52,500-square-foot (sf) project site is located on the east side of Keith Street with additional frontages on Armstrong and Bancroft Avenues in San Francisco's Bayview neighborhood. The project site is generally surrounded by light industrial and production, distribution and repair (PDR) uses with the exception of the Bayview Park J.C. Jones Playground (Bayview Park) which is located west, across Keith Street, of the project site. Residential and commercial uses are located farther north, west, and south of the project site.

(continued on the next page)

EXEMPT STATUS:

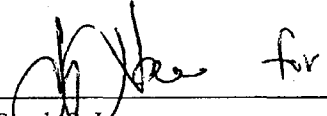
Categorical Exemption, Class 32 (California Environmental Quality Act (CEQA) Guidelines Section 15332)

REMARKS:

See next page.

DETERMINATION:

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



Sarah B. Jones
Environmental Review Officer

6/16/15

Date

cc: Lisa Zayas-Chien, Project Sponsor
Rich Sucre, Current Planner
Lily Langlois, Citywide Planner

Supervisor Malia Cohen, District 10 (via Clerk of the Board)
Virna Byrd, M.D.F.

PROJECT DESCRIPTION (continued):

The project site is currently occupied by a 16,950 square-foot one-story 16-foot tall building (built in 1978) that is occupied by the Southeast Health Center (SEHC), which is a primary care health clinic within the San Francisco Health Network. The project site also includes a portable building along Bancroft Avenue and a 32-space surface parking lot, accessed by a curb cut along Keith Street.

The proposed project would involve renovation of the existing health center and a horizontal addition of up to 26,810 square feet, though the project sponsor anticipates that the addition would most likely be 20,000 square feet. For a more conservative analysis, this exemption evaluates a 26,810 square foot addition. The proposed addition would be two stories and up to a maximum of 36 feet tall and would be constructed where the surface parking lot currently exists. The proposed addition would accommodate expanded health care services. The proposed project may include an emergency backup diesel generator with a Tier 2 certified engine that is equipped with a California Air Resources Board (ARB) Level 3 Verified Diesel Emissions Control Strategy (VDECS).

The proposed project would also involve the removal of the existing portable building and construction of a new 24-space surface parking lot (for staff parking) in its location, accessed by an existing curb cut along Bancroft Avenue. Visitor parking would be provided in a 6-space surface parking lot north of the staff parking area, and would be accessed by an existing curb cut along Armstrong Avenue. Two additional visitor parking spaces would be provided near the entrance of the existing health center and would be accessed by a new curb cut along Armstrong Avenue. The total number of off-street parking spaces would be 33. The proposed project would include 19 Class 1 and eight Class 2 bicycle parking spaces, for a total of 27 bicycle parking spaces. The proposed project would involve the removal of two of the existing eight on-street parking spaces along Keith Street and the installation of a 60-foot-long passenger loading/unloading zone. A new bulb-out would be installed at the southeast corner of Keith and Armstrong streets.

The project would involve the excavation of up to four feet below ground surface (bgs) and approximately 1,975 cubic yards of soil disturbance/excavation to accommodate the new building addition with soil disturbance of up to between 35-50 feet bgs to accommodate foundation support.

Project Approvals

The proposed project would require voter approval of the Public Health and Safety Bond Program, an Off-Street Parking Variance from Planning Code Section 151, a General Plan Referral, and the issuance of a building permit by the Department of Building Inspection (DBI). Changes to on-street parking, the proposed loading zone and bulb-out would require approval by the San Francisco Municipal Transportation Agency (SFMTA).

Approval Action: The voter approval of the Public Health and Safety Bond Program is the Approval Action. The Approval Action date establishes the start of the 30-day appeal period for this CEQA exemption determination pursuant to Section 31.04(h) of the San Francisco Administrative Code.

REMARKS:

California Environmental Quality Act (CEQA) State Guidelines Section 15332, or Class 32, provides an exemption from environmental review for in-fill development projects that meet the following conditions:

- a) *The project is consistent with applicable general plan designations and policies as well as with applicable zoning designations.*

The San Francisco General Plan, which provides general policies and objectives to guide land use decisions, contains some policies that relate to physical environmental issues. The proposed project would not obviously or substantially conflict with any such policy, and would be consistent with the San Francisco General Plan and with applicable zoning designations. The project site includes the existing health center and is across the street from the Bayview Playground. The project site is located within the Public (P) use district where the proposed expansion of the existing medical use is permitted. Additionally the proposed project would include construction of a structure up to 36 feet tall, which would not exceed the project site's 40-X height and bulk limit. Thus, the size and use of the proposed project are consistent with the project site's zoning designation. The proposed project would be consistent with all other applicable policies and standards associated with the project site's existing General Plan and zoning designations.

- b) *The development occurs within city limits on a site of less than five acres surrounded by urban uses.*

The approximately 1.2-acre (52,500-square-foot) project site is located within a fully developed area of San Francisco. The surrounding area consists mainly of light industrial and PDR uses, with a park use across the street. Residential and commercial uses are located farther out beyond the light industrial and PDR uses. Thus, the proposed project would be properly characterized as infill development surrounded by urban uses on a site of less than five acres.

- c) *The project site has no habitat for endangered, rare or threatened species.*

The project site is within a developed urban area and contains an existing building with paved surface parking lot, with minimal landscaping, including hedges, ground cover, and trees. While the project site is across the street from the Bayview Playground, the park is an urban park that consists of a building, children's play area, multi-use fields and a softball field. No contiguous and substantial habitat for any rare or endangered plant or animal species is located on or adjacent to the project site.

- d) *Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.*

Traffic. The proposed project would involve the renovation of the existing health center and a new building addition. Based on the projected increase in the number of employees and patients at the project site, the proposed project would add about 375 person trips by auto per day (this includes trips to and from the project site), and about 11 trips by auto outbound from the project site during the p.m. peak hour. Due to the limited increase in trips as compared to traffic volumes on Third Street (i.e., between 750 and 1,000 vehicles per hour during the p.m. peak hour) and at nearby intersections, the proposed project would have a negligible effect on intersection conditions during the p.m. peak hour.¹ Therefore, the proposed project's impacts on traffic operations would be less than significant.

Throughout the construction period, there would be a flow of construction-related trucks into and out of the site. The impact of construction truck traffic would be a temporary lessening of the capacities of local streets due to the slower movement and larger turning radii of trucks, which may affect traffic operations. However, it is anticipated that the addition of the worker-related vehicle- or transit-trips would not substantially affect transportation conditions, as any impacts on local intersections would be similar to, or less than, those associated with the proposed project. Overall, the proposed project's construction-related traffic impacts would be less than significant.

Noise. The Land Use Compatibility Chart for Community Noise in the San Francisco General Plan, Environmental Protection Element specifies the compatibility of different land use types and their location within a range of ambient noise levels. While a health care clinic is not specifically listed in the Chart, noise exposure for hospital uses is considered "satisfactory with no special noise insulation requirements" where the noise level is 65 dBA Ldn (a day-night averaged sound level) or less. The proposed project would involve the siting of a health care clinic addition (which is not considered a noise-sensitive use) on a project site where the majority of the site has traffic noise exposure levels of 65 dBA Ldn or less, which is a satisfactory level.

An approximate doubling of traffic volumes in the area would be necessary to produce an increase in ambient noise levels discernable to most people. The proposed project would not cause a doubling in traffic volumes. Therefore, project operations would not result in a substantial increase in the ambient noise level at the project vicinity and this would be a less-than-significant impact. Although some increase in noise would be associated with the construction phase of the project, such occurrences would be limited to certain hours of the day and would be intermittent and temporary in nature. Construction noise is regulated by the San Francisco Noise Ordinance (Article 29 of the City Police Code). Section 2907 of the Police Code

¹ LCW Consulting. *2401 Keith Street Project – San Francisco Planning Department Case No. 2012.1103E Transportation Assessment – Final Memorandum*, April 16, 2015. This document is on file and available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400 as part of Case File No. 2012.1103E.

requires that noise levels from individual pieces of construction equipment, other than impact tools, not exceed 80 A-weighted decibels (dBA) at a distance of 100 feet from the source. Impact tools (such as jackhammers and impact wrenches) must have both intake and exhaust muffled to the satisfaction of the Director of Public Works. Section 2908 of the Police Code prohibits construction work between 8:00 p.m. and 7:00 a.m. if the construction noise level would exceed the ambient noise level by five dBA at the nearest property, unless a special permit is authorized by the Director of Public Works or the Director of Building Inspection. The project sponsor would be required to comply with these measures; therefore the project would not result in any significant effects related to noise.

Air Quality. 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 Bay Area Air Quality Management District (BAAQMD) in their *CEQA Air Quality Guidelines* (May 2011), has developed screening criteria to determine if projects would violate an air quality standard, contribute substantially to an air quality violation, or result in a cumulatively considerable net increase in criteria air pollutants within the San Francisco Bay Area Air Basin. 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 proposed project would not exceed criteria air pollutant screening levels for operation or construction.²

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 are capable of causing chronic (i.e., of long-duration) and acute (i.e., severe but short-term) adverse effects to human health, including carcinogenic effects. In response to growing concerns of TACs and their human health effects, the San Francisco Board of Supervisors approved a series of amendments to the San Francisco Building and Health Codes, generally referred to as the Enhanced Ventilation Required for Urban Infill Sensitive Use Developments or Health Code, Article 38 (Ordinance 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 Air Pollutant Exposure Zone. Projects within the Air Pollutant Exposure Zone require special consideration to determine whether the project's activities would expose sensitive receptors to substantial air pollutant concentrations or add emissions to areas already adversely affected by poor air quality.

The Air Pollutant Exposure Zone was also used as the basis in approving a series of amendments to the San Francisco Environment and Administrative Codes, generally referred to

² Bay Area Air Quality Management District, *CEQA Air Quality Guidelines*, Updated May 2011. Table 3-1.

as the Clean Construction Ordinance, or Environment Code Section 25. The purpose of the Clean Construction Ordinance is to protect the public health, safety and welfare by requiring contractors on City public works projects to reduce diesel and other PM emissions generated by construction activities.

The project site is located within an Air Pollutant Exposure Zone, but the proposed project would not include a sensitive land use. Therefore, there would be no impacts related to the siting of a new sensitive land use. The proposed project's construction period would be approximately 16 months. Project construction activities would result in short-term emissions of DPM and other TACs. The proposed project is subject to the Clean Construction Ordinance. While emission reductions from limiting idling, educating workers and the public and properly maintaining equipment are difficult to quantify, other measures in the Clean Construction Ordinance, specifically the requirement for equipment with Tier 2 engines and Level 3 Verified Diesel Emission Control Strategy (VDECS) can reduce construction emissions by 89 to 94 percent compared to equipment with engines meeting no emission standards and without a VDECS. Emissions reductions from the combination of Tier 2 equipment with level 3 VDECS is almost equivalent to requiring only equipment with Tier 4 Final engines, which is not yet readily available for engine sizes subject to the Clean Construction Ordinance. Therefore, compliance with the Clean Construction Ordinance would reduce construction emissions impacts on nearby sensitive receptors to a less-than-significant level.

The proposed project may include an emergency backup diesel generator, which would emit diesel particulate matter, a TAC. However, if installed, the backup diesel generator would have a Tier 2 certified engine equipped with an ARB Level 3 VDECS, which would reduce DPM exhaust compared to uncontrolled stationary sources. Therefore, operational emissions impacts on nearby sensitive receptors would be less than significant.

In conclusion, the proposed project would not result in significant air quality impacts.

Water Quality. The proposed project would not generate substantial wastewater or result in discharges that would have the potential to degrade water quality or contaminate a public water supply. Project-related wastewater and stormwater would flow to the City's combined sewer system and would be subject to the standards contained in the City's National Pollutant Discharge Elimination System (NPDES) Permit for the Southeast Water Pollution Control Plant prior to discharge. Therefore, the proposed project would not result in any significant impacts related to water quality.

- e) *The site can be adequately served by all required utilities and public services.*

The project site is located in an urban area where all public services and facilities are available; no expansion of public services or utilities would be required.

As discussed above, the proposed project would not have a significant effect on traffic, noise, air quality, and water quality. In addition, the proposed project would not have a significant effect on the environment due to unusual circumstances for other environmental topics, including those discussed below.

Geology and Soils. A geotechnical investigation was prepared for the proposed project and includes information gathered from a reconnaissance of the site and surrounding vicinity, three soil test borings to depths ranging from 31.5 to 60.5 feet bgs, laboratory testing, and review of data pertinent to the project area.³ The project site is relatively flat and soil borings at the subject site encountered loose to medium dense silty and clayey sand and soft to medium stiff sandy clay. Free groundwater was encountered at eight feet bgs, though based on geotechnical reports for surrounding areas, free groundwater could be encountered between five to eight bgs.

The geotechnical report evaluated the project site for the potential for seismic ground ruptures and found the risk to be low. The site does not lie within an area of potential earthquake-induced landsliding as mapped by the California Division of Mines and Geology. The project site is in an area that would be exposed to strong ground shaking in the event of an earthquake and it lies within a liquefaction potential zone as mapped by the California Division of Mines and Geology. The project sponsor would be required to adhere to the San Francisco Building Code, which specifies seismic design parameters for the design of earthquake resistant structures and would minimize the potential for structural damage from earthquakes. To reduce the potential risks from liquefaction, the geotechnical report recommends the use of a deep foundation system that includes the use of drilled piers or torque down piles to support the proposed project. The geotechnical report contains additional recommendations concerning site preparation and compaction, excavation and fill, waterproofing, and construction monitoring. The geotechnical report concludes that the project site is suitable for the proposed project with incorporation of the recommendations specified in the geotechnical report.

Decisions about appropriate foundation and structural design are considered as part of DBI's permit review process. Prior to issuing a building permit for the proposed project, DBI would review the geotechnical report to ensure that the security and stability of adjoining properties and the subject property is maintained during and following project construction. Any potential damage to on-site structures from geologic hazards would be addressed through compliance with the San Francisco Building Code. The proposed project would therefore not result in a significant impact related to seismic and geologic hazards.

Serpentine. Based upon mapping conducted by the U.S. Geological Survey (USGS) the project site may be underlain by serpentine rock.⁴ The proposed project would involve construction throughout the project site, potentially releasing serpentinite into the atmosphere. Serpentinite commonly contains

³ San Francisco Department of Public Works Infrastructure Design and Construction. *Geotechnical Investigation for Southeast Health Center Addition 2401 Keith Street, San Francisco, California*, February 8, 2013. This document is on file and available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400 as part of Case File No. 2012.1103E.

⁴ Planning Department, GIS Layer, "Areas Affected by Serpentine Rocks." Created February 25, 2010 from United States Geological Survey and San Francisco Department of Public Health data.

naturally occurring chrysotile asbestos (NOA) or tremolite-actinolite, a fibrous mineral that can be hazardous to human health if airborne emissions are inhaled. In the absence of proper controls, NOA could become airborne during excavation and handling of excavated materials. On-site workers and the public could be exposed to airborne asbestos unless appropriate control measures are implemented. Although the ARB has not identified a safe exposure level for asbestos in residential areas, exposure to low levels of asbestos for short periods of time poses minimal risk.⁵ To address health concerns from exposure to NOA, ARB enacted an Asbestos Airborne Toxic Control Measure (ATCM) for Construction, Grading, Quarrying, and Surface Mining Operations in July 2001. The requirements established by the Asbestos ATCM are contained in California Code of Regulations (CCR) Title 17, Section 93105,⁶ and are enforced by BAAQMD.

The Asbestos ATCM requires construction activities in areas where NOA is likely to be found to employ best available dust control measures. Additionally, the San Francisco Board of Supervisors approved the Construction Dust Control Ordinance in 2008 to reduce fugitive dust generated during construction activities. The requirements for dust control as identified in the Construction Dust Control Ordinance are as effective as the dust control measures identified in the Asbestos ATCM. Thus, the measures required in compliance with the Construction Dust Control Ordinance would protect the workers themselves as well as the public from fugitive dust that may also contain asbestos. The project sponsor would be required to comply with the Construction Dust Control Ordinance, which would ensure that significant exposure to NOA would not occur. Therefore, the proposed project would not result in a hazard to the public or environment from exposure to NOA.

Hazardous Materials. The proposed project would be located on a site with historic bay fill. Therefore, the project is subject to Article 22A of the Health Code, also known as the Maher Ordinance, which is administered and overseen by the Department of Public Health (DPH). The Maher Ordinance requires the project sponsor to retain the services of a qualified professional to prepare a Phase I Environmental Site Assessment (ESA) that meets the requirements of Health Code Section 22.A.6. The Phase I would determine the potential for site contamination and level of exposure risk associated with the project. Based on that information, the project sponsor may be required to conduct soil and/or groundwater sampling and analysis. Where such analysis reveals the presence of hazardous substances in excess of state or federal standards, the project sponsor is required to submit a site mitigation plan (SMP) to DPH or other appropriate state or federal agency(ies), and to remediate any site contamination in accordance with an approved SMP prior to issuance of any building permit. The project applicant has submitted a Maher Application to DPH and would be required to remediate potential soil and/or groundwater contamination in accordance with Article 22A of the Health Code. Thus, the proposed project would not result in a significant hazard to the public or the environment through the release of hazardous materials.

Shadow. Section 295 of the Planning Code was adopted in response to Proposition K (passed November 1984) in order to protect certain public open spaces under the jurisdiction of the Recreation and Park

⁵ California Air Resources Board, Fact Sheet #1 Health Information on Asbestos, 2002. Available online at: <http://www.arb.ca.gov/toxics/Asbestos/1health.pdf>. Accessed April 15, 2013.

⁶ California Air Resources Board, Regulatory Advisory, Asbestos Airborne Toxic Control Measure for Construction, Grading, Quarrying, and Surface Mining Operations, July 29, 2002.

Commission from shadowing by new and altered structures during the period between one hour after sunrise and one hour before sunset, year round. Section 295 restricts new shadow upon public open spaces under the jurisdiction of the Recreation and Park Commission by any structure exceeding 40 feet in height unless the Planning Commission finds the shadow to be an insignificant effect. The proposed building addition would be a maximum of 36 feet tall and would not be subject to Section 295.

A preliminary shadow fan prepared by the Planning Department⁷ indicates that the proposed project has the potential to cast shadow on Bayview Park which is west of the project site, across Keith Street. The Bayview Park is an approximately 3.4 acre park located on a block bound by Keith Street, Armstrong Avenue, 3rd Street, and Carrol Avenue. The northern portion of the park consists of a softball field and multi-use field areas. These areas are fenced in and include a landscaped perimeter with trees. The southern portion of the park includes pedestrian pathways, children's play structure area, and a recreation building which includes the Martin Luther King Jr. Pool. Shadow diagrams indicate that the proposed building addition would result in new shadows on Bayview Park. The largest shadow cast by the proposed building addition would occur on December 21 within the first hour of the solar day (sunrise, plus one hour) and would be limited to the southern portion of the softball field (area from about second to third base), while the northern portion of the softball field and the surrounding multi-use field areas would remain unshadowed. The shadow would continue to recede from Bayview Park as the day progresses and would no longer be on the softball field at the third hour of the solar day. The proposed project's shadows would not reach any of the softball field during the Summer Solstice (June 21) or the Spring/Fall Equinox (March 21/September 21).

On April 9, 2015, Planning Department staff conducted a site visit to observe how the softball field and multi-use fields were used on a typical weekday morning; however the softball field area and multi-use fields were closed and undergoing maintenance. Recreation and Parks Department (RPD) staff indicated that because the softball field is currently in poor condition, it is used for more casual community play rather than organized baseball/softball games that would request RPD permits. RPD staff indicates that the multi-use fields are typically used for sports such as football and soccer games, community activities and birthday parties, and passive recreation. The proposed project would not shadow the multi-use field areas or the southern portion of the park where the pedestrian pathways and children's play structure is located. Given the limited extent and duration of new shadow coverage resulting from the proposed project and the availability of multi-use field areas that would not be shadowed, the proposed project is unlikely to materially impair the park's usability. Therefore, the project would not be expected to substantially affect the use or enjoyment of Bayview Park, and the proposed project would result in less-than-significant shadow impacts.

Archeology. The project site is located an area that is sensitive for prehistoric resources due to the presence of nearby prehistoric sites. Due to this sensitivity, an Archeological Testing Program was undertaken to aid in the Planning Department's archeological review. As part of the Archeological

⁷ San Francisco Planning Department. *Shadow Fan for 2401 Keith Street*, March 26, 2015. This document is on file and available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400 as part of Case File No. 2012.1103E.

Testing Program, an Archeological Testing Plan (ATP)⁸ was prepared, which determined a low potential for significant historic-period archeological resources based on in-depth historical research. The archeological testing program was subsequently undertaken, which focused on identifying the presence or absence of prehistoric archeological resources. Twelve borings were completed, which extended several feet into the Colma formation, across the project site. The area beneath the Colma formation is not sensitive for archeological resources. No prehistoric resources were encountered. Thus, the Planning Department's archeological review concluded that, based on the results of the testing program, there is a low potential for significant archeological resources within the project site and no further archeological review is needed.⁹ Therefore, the project would not result in a significant impact on archeological resources.

PUBLIC NOTICE AND COMMENT

A "Notification of Project Receiving Environmental Review" was mailed on May 12, 2014 to adjacent occupants and owners of properties within 300 feet of the project site. The Planning Department did not receive any comments in response to the notice.

SUMMARY

CEQA State Guidelines Section 15300.2 states that a categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances. There are no unusual circumstances surrounding the current proposal that would suggest a reasonable possibility of a significant effect. The proposed project would have no significant environmental effects. The project would be exempt under the above-cited classification. For the above reasons, the proposed project is appropriately exempt from environmental review pursuant to Section 15332 of the CEQA Guidelines.

⁸ Environmental Science Associates (ESA). *Southeast Health Center City and County of San Francisco Archeological Testing Plan*, October 2014. This document is on file with the Planning Department's archeologists.

⁹ San Francisco Planning Department. *Environmental Planning Preliminary Archeological Review Checklist for 2401 Keith Street*, April 10, 2015. This document is on file and available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400 as part of Case File No. 2012.1103E.



SAN FRANCISCO PLANNING DEPARTMENT

CEQA Categorical Exemption Determination

PROPERTY INFORMATION/PROJECT DESCRIPTION

Project Address		Block/Lot(s)	
SFGH Bldgs. 5, 80/90		4152/001 & 4090/002	
Case No.	Permit No.	Plans Dated	
2014-002709ENV		Received 12/5/14	
<input checked="" type="checkbox"/> Addition/ Alteration	<input type="checkbox"/> Demolition (requires HRER if over 45 years old)	<input type="checkbox"/> New Construction	<input type="checkbox"/> Project Modification (GO TO STEP 7)
Project description for Planning Department approval. Interior alterations and interior seismic retrofit of San Francisco General Hospital Building 5 and Building 80/90.			

STEP 1: EXEMPTION CLASS

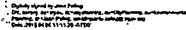
TO BE COMPLETED BY PROJECT PLANNER

Note: If neither Class 1 or 3 applies, an <i>Environmental Evaluation Application</i> is required.	
<input checked="" type="checkbox"/>	Class 1 – Existing Facilities. Interior and exterior alterations; additions under 10,000 sq. ft.
<input type="checkbox"/>	Class 3 – New Construction/ Conversion of Small Structures. Up to three (3) new single-family residences or six (6) dwelling units in one building; commercial/office structures; utility extensions; change of use under 10,000 sq. ft. if principally permitted or with a CU.
<input type="checkbox"/>	Class __

STEP 2: CEQA IMPACTS

TO BE COMPLETED BY PROJECT PLANNER

If any box is checked below, an <i>Environmental Evaluation Application</i> is required.	
<input type="checkbox"/>	Air Quality: Would the project add new sensitive receptors (specifically, schools, day care facilities, hospitals, residential dwellings, and senior-care facilities) within an Air Pollution Exposure Zone? Does the project have the potential to emit substantial pollutant concentrations (e.g., backup diesel generators, heavy industry, diesel trucks)? <i>Exceptions: do not check box if the applicant presents documentation of enrollment in the San Francisco Department of Public Health (DPH) Article 38 program and the project would not have the potential to emit substantial pollutant concentrations. (refer to EP_ArcMap > CEQA Catex Determination Layers > Air Pollutant Exposure Zone)</i>
<input type="checkbox"/>	Hazardous Materials: If the project site is located on the Maher map or is suspected of containing hazardous materials (based on a previous use such as gas station, auto repair, dry cleaners, or heavy manufacturing, or a site with underground storage tanks): Would the project involve 50 cubic yards or more of soil disturbance - or a change of use from industrial to residential? If yes, this box must be checked and the project applicant must submit an Environmental Application with a Phase I

	Environmental Site Assessment. <i>Exceptions: do not check box if the applicant presents documentation of enrollment in the San Francisco Department of Public Health (DPH) Maher program, a DPH waiver from the Maher program, or other documentation from Environmental Planning staff that hazardous material effects would be less than significant (refer to EP_ArcMap > Maher layer).</i>
<input type="checkbox"/>	Transportation: Does the project create six (6) or more net new parking spaces or residential units? Does the project have the potential to adversely affect transit, pedestrian and/or bicycle safety (hazards) or the adequacy of nearby transit, pedestrian and/or bicycle facilities?
<input type="checkbox"/>	Archeological Resources: Would the project result in soil disturbance/modification greater than two (2) feet below grade in an archeological sensitive area or eight (8) feet in a non-archeological sensitive area? (refer to EP_ArcMap > CEQA Catex Determination Layers > Archeological Sensitive Area)
<input type="checkbox"/>	Noise: Does the project include new noise-sensitive receptors (schools, day care facilities, hospitals, residential dwellings, and senior-care facilities) fronting roadways located in the noise mitigation area? (refer to EP_ArcMap > CEQA Catex Determination Layers > Noise Mitigation Area)
<input type="checkbox"/>	Subdivision/Lot Line Adjustment: Does the project site involve a subdivision or lot line adjustment on a lot with a slope average of 20% or more? (refer to EP_ArcMap > CEQA Catex Determination Layers > Topography)
<input type="checkbox"/>	Slope = or > 20%: Does the project involve excavation of 50 cubic yards of soil or more, new construction, or square footage expansion greater than 1,000 sq. ft. outside of the existing building footprint? (refer to EP_ArcMap > CEQA Catex Determination Layers > Topography) If box is checked, a geotechnical report is required.
<input type="checkbox"/>	Seismic: Landslide Zone: Does the project involve excavation of 50 cubic yards of soil or more, new construction, or square footage expansion greater than 1,000 sq. ft. outside of the existing building footprint? (refer to EP_ArcMap > CEQA Catex Determination Layers > Seismic Hazard Zones) If box is checked, a geotechnical report is required.
<input type="checkbox"/>	Seismic: Liquefaction Zone: Does the project involve excavation of 50 cubic yards of soil or more, new construction, or square footage expansion greater than 1,000 sq. ft. outside of the existing building footprint? (refer to EP_ArcMap > CEQA Catex Determination Layers > Seismic Hazard Zones) If box is checked, a geotechnical report will likely be required.
If no boxes are checked above, GO TO STEP 3. If one or more boxes are checked above, an <u>Environmental Evaluation Application</u> is required, unless reviewed by an <u>Environmental Planner</u>.	
<input checked="" type="checkbox"/>	Project can proceed with categorical exemption review. The project does not trigger any of the CEQA impacts listed above.
Comments and Planner Signature (optional): Jean Poling 	

**STEP 3: PROPERTY STATUS – HISTORIC RESOURCE
TO BE COMPLETED BY PROJECT PLANNER**

PROPERTY IS ONE OF THE FOLLOWING: (refer to Parcel Information Map)	
<input checked="" type="checkbox"/>	Category A: Known Historical Resource. GO TO STEP 5.
<input type="checkbox"/>	Category B: Potential Historical Resource (over 45 years of age). GO TO STEP 4.
<input type="checkbox"/>	Category C: Not a Historical Resource or Not Age Eligible (under 45 years of age). GO TO STEP 6.

**STEP 4: PROPOSED WORK CHECKLIST
TO BE COMPLETED BY PROJECT PLANNER**

Check all that apply to the project.	
<input type="checkbox"/>	1. Change of use and new construction. Tenant improvements not included.
<input checked="" type="checkbox"/>	2. Regular maintenance or repair to correct or repair deterioration, decay, or damage to building.
<input type="checkbox"/>	3. Window replacement that meets the Department's <i>Window Replacement Standards</i> . Does not include storefront window alterations.
<input type="checkbox"/>	4. Garage work. A new opening that meets the <i>Guidelines for Adding Garages and Curb Cuts</i> , and/or replacement of a garage door in an existing opening that meets the Residential Design Guidelines.
<input type="checkbox"/>	5. Deck, terrace construction, or fences not visible from any immediately adjacent public right-of-way.
<input type="checkbox"/>	6. Mechanical equipment installation that is not visible from any immediately adjacent public right-of-way.
<input type="checkbox"/>	7. Dormer installation that meets the requirements for exemption from public notification under <i>Zoning Administrator Bulletin No. 3: Dormer Windows</i> .
<input type="checkbox"/>	8. Addition(s) that are not visible from any immediately adjacent public right-of-way for 150 feet in each direction; does not extend vertically beyond the floor level of the top story of the structure or is only a single story in height; does not have a footprint that is more than 50% larger than that of the original building; and does not cause the removal of architectural significant roofing features.
Note: Project Planner must check box below before proceeding.	
<input type="checkbox"/>	Project is not listed. GO TO STEP 5.
<input checked="" type="checkbox"/>	Project does not conform to the scopes of work. GO TO STEP 5.
<input type="checkbox"/>	Project involves four or more work descriptions. GO TO STEP 5.
<input type="checkbox"/>	Project involves less than four work descriptions. GO TO STEP 6.

**STEP 5: CEQA IMPACTS – ADVANCED HISTORICAL REVIEW
TO BE COMPLETED BY PRESERVATION PLANNER**

Check all that apply to the project.	
<input checked="" type="checkbox"/>	1. Project involves a known historical resource (CEQA Category A) as determined by Step 3 and conforms entirely to proposed work checklist in Step 4.
<input checked="" type="checkbox"/>	2. Interior alterations to publicly accessible spaces.
<input type="checkbox"/>	3. Window replacement of original/historic windows that are not "in-kind" but are consistent with existing historic character.
<input type="checkbox"/>	4. Façade/storefront alterations that do not remove, alter, or obscure character-defining features.
<input type="checkbox"/>	5. Raising the building in a manner that does not remove, alter, or obscure character-defining features.
<input type="checkbox"/>	6. Restoration based upon documented evidence of a building's historic condition, such as historic photographs, plans, physical evidence, or similar buildings.
<input type="checkbox"/>	7. Addition(s), including mechanical equipment that are minimally visible from a public right-of-way and meet the <i>Secretary of the Interior's Standards for Rehabilitation</i> .

<input checked="" type="checkbox"/>	<p>8. Other work consistent with the Secretary of the Interior Standards for the Treatment of Historic Properties (specify or add comments):</p> <p>Work is limited to interior alterations and installation of new concrete shear walls and shotcrete. No impact upon historic materials. No exterior alterations; therefore, the project will not have an impact upon the surrounding eligible historic district.</p>
<input type="checkbox"/>	<p>9. Other work that would not materially impair a historic district (specify or add comments):</p> <p>(Requires approval by Senior Preservation Planner/Preservation Coordinator) _____</p>
<input type="checkbox"/>	<p>10. Reclassification of property status to Category C. (Requires approval by Senior Preservation Planner/Preservation Coordinator)</p> <p>a. Per HRER dated: _____ (attach HRER)</p> <p>b. Other (specify): _____</p>
<p>Note: If ANY box in STEP 5 above is checked, a Preservation Planner MUST check one box below.</p>	
<input type="checkbox"/>	<p>Further environmental review required. Based on the information provided, the project requires an <i>Environmental Evaluation Application</i> to be submitted. GO TO STEP 6.</p>
<input checked="" type="checkbox"/>	<p>Project can proceed with categorical exemption review. The project has been reviewed by the Preservation Planner and can proceed with categorical exemption review. GO TO STEP 6.</p>
<p>Comments (optional): Bldg 5 is a non-contributing resource to the SFGH Historic District. The proposed work does not impact the historic status of the surrounding district. Building 80-90 contributes to the SFGH Historic District; however, proposed work would not impact the exterior or any character-defining elements of the building or district.</p>	
<p>Preservation Planner Signature: Richard Sucre <small>Digitally signed by Richard Sucre DN: cn=Richard Sucre, o=San Francisco Planning Department, ou=City Planning, email=richard.sucre@sfgov.org</small></p>	

STEP 6: CATEGORICAL EXEMPTION DETERMINATION
TO BE COMPLETED BY PROJECT PLANNER

<input type="checkbox"/>	<p>Further environmental review required. Proposed project does not meet scopes of work in either (check all that apply):</p> <p><input type="checkbox"/> Step 2 – CEQA Impacts</p> <p><input type="checkbox"/> Step 5 – Advanced Historical Review</p> <p>STOP! Must file an <i>Environmental Evaluation Application</i>.</p>		
<input checked="" type="checkbox"/>	<p>No further environmental review is required. The project is categorically exempt under CEQA.</p> <table border="1" style="width: 100%;"> <tr> <td style="width: 50%; vertical-align: top;"> <p>Planner Name:</p> <p>Project Approval Action: DPH Staff Admin. Approval If Discretionary Review before the Planning Commission is requested, the Discretionary Review hearing is the Approval Action for the project.</p> </td> <td style="width: 50%; vertical-align: top;"> <p>Signature:</p> <p>Jean Poling <small>Digitally signed by Jean Poling DN: dc=org, dc=sfgov, dc=cityplanning, ou=CityPlanning, ou=Environmental Planning, cn=Jean Poling, email=jeanie.poling@sfgov.org Date: 2015.04.06 11:11:33 -07'00'</small></p> </td> </tr> </table> <p>Once signed or stamped and dated, this document constitutes a categorical exemption pursuant to CEQA Guidelines and Chapter 31 of the Administrative Code. In accordance with Chapter 31 of the San Francisco Administrative Code, an appeal of an exemption determination can only be filed within 30 days of the project receiving the first approval action.</p>	<p>Planner Name:</p> <p>Project Approval Action: DPH Staff Admin. Approval If Discretionary Review before the Planning Commission is requested, the Discretionary Review hearing is the Approval Action for the project.</p>	<p>Signature:</p> <p>Jean Poling <small>Digitally signed by Jean Poling DN: dc=org, dc=sfgov, dc=cityplanning, ou=CityPlanning, ou=Environmental Planning, cn=Jean Poling, email=jeanie.poling@sfgov.org Date: 2015.04.06 11:11:33 -07'00'</small></p>
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STEP 7: MODIFICATION OF A CEQA EXEMPT PROJECT

TO BE COMPLETED BY PROJECT PLANNER

In accordance with Chapter 31 of the San Francisco Administrative Code, when a California Environmental Quality Act (CEQA) exempt project changes after the Approval Action and requires a subsequent approval, the Environmental Review Officer (or his or her designee) must determine whether the proposed change constitutes a substantial modification of that project. This checklist shall be used to determine whether the proposed changes to the approved project would constitute a "substantial modification" and, therefore, be subject to additional environmental review pursuant to CEQA.

PROPERTY INFORMATION/PROJECT DESCRIPTION

Project Address (If different than front page)		Block/Lot(s) (If different than front page)
Case No.	Previous Building Permit No.	New Building Permit No.
Plans Dated	Previous Approval Action	New Approval Action
Modified Project Description:		

DETERMINATION IF PROJECT CONSTITUTES SUBSTANTIAL MODIFICATION

Compared to the approved project, would the modified project:	
<input type="checkbox"/>	Result in expansion of the building envelope, as defined in the Planning Code;
<input type="checkbox"/>	Result in the change of use that would require public notice under Planning Code Sections 311 or 312;
<input type="checkbox"/>	Result in demolition as defined under Planning Code Section 317 or 19005(f)?
<input type="checkbox"/>	Is any information being presented that was not known and could not have been known at the time of the original determination, that shows the originally approved project may no longer qualify for the exemption?
If at least one of the above boxes is checked, further environmental review is required CATEX FORM	

DETERMINATION OF NO SUBSTANTIAL MODIFICATION

<input type="checkbox"/>	The proposed modification would not result in any of the above changes.
If this box is checked, the proposed modifications are categorically exempt under CEQA, in accordance with prior project approval and no additional environmental review is required. This determination shall be posted on the Planning Department website and office and mailed to the applicant, City approving entities, and anyone requesting written notice.	
Planner Name:	Signature or Stamp:



SAN FRANCISCO PLANNING DEPARTMENT

Certificate of Determination Exemption from Environmental Review

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

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

Case No.: 2015-011249ENV
Project Title: 2245 Jerrold Ave SFFD Emergency Medical Services Facility
Zoning: Production, Distribution and Repair (PDR-2) Use District
65-J Height and Bulk District
Block/Lot: 5286A/004 and 006
Lot Size: 60,350 and 13,350 square feet (total 73,698 square feet)
Project Sponsor: City and County of San Francisco Fire Department, EMS Division
Boris Deunert, Public Works – (415) 558-4009
Staff Contact: Chris Thomas, Planning Department – (415) 275-9036
christopher.thomas@sfgov.org

PROJECT DESCRIPTION:

The proposed project involves demolition of two structures built in the 1950s and construction of a three-story, approximately 30,344-gross-square-foot (gsf) Emergency Medical Services (EMS) facility and a three-level, approximately 62,000-gsf parking structure (101 by 204 feet) behind the existing San Francisco

(Continued on next page)

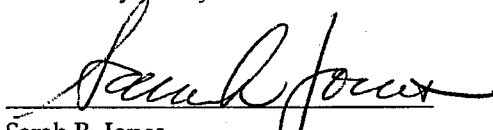
EXEMPT STATUS:

Categorical Exemption, Class 32 (California Environmental Quality Act [CEQA] Guidelines Section 15332 – Infill Development Projects).

(Continued on page 3)

DETERMINATION:

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


Sarah B. Jones
Environmental Review Officer

December 11, 2015
Date

cc: Boris Deunert, Project Sponsor
Tina Tam, Preservation Planner
Supervisor Cohen, District 10 (via Clerk of the Board)

Distribution List
Historic Preservation Distribution List
Virna Byrd, M.D.F.

PROJECT DESCRIPTION (continued):

Fire Department (SFFD) Fire Station 9 at 2245 Jerrold Avenue. No portion of the proposed EMS facility or parking garage would front on either Jerrold Avenue or McKinnon Avenue; the two structures would be located in the interior of the project site. The existing Fire Station 9 (which fronts on Jerrold Avenue) and an open shed would remain in use. The two structures to be demolished are a 2,225-gsf, single story, 16-foot-tall structure currently used for storage and an 875-gsf, two-story, 24-foot-tall structure currently used as an office and break room. The total amount of material to be demolished is estimated to be 1,500 cubic yards.

The level 1.7-acre project site consists of two lots in an intensively developed area of San Francisco's Bayview neighborhood characterized by various warehouse, distribution and light industrial uses, about 1,300 feet south of the on-ramps to Highway 101 at its intersection with Cesar Chavez Street. The project site is bounded by Jerrold Avenue to the north, McKinnon Avenue to the south, and adjacent properties to the east and west that are developed with one to two-floor structures containing warehouse, distribution and light manufacturing uses. The proposed EMS facility traffic (that is, EMS ambulances and staff vehicles) would typically access the project site by entering on McKinnon Avenue and exiting on Jerrold Avenue.

The proposed 47-foot-tall EMS facility would replace the existing facility at 1415 Evans Avenue about 1.1 miles to the east and support the SFFD's provision of emergency medical (ambulance and paramedic) services in San Francisco.¹ The first floor (8,159-sf) would be used for equipment storage, supply, and repair; office space; and training lockers. Ambulances would be re-supplied on the southeast side of the EMS building (along the alley easement), pulling into diagonal spaces with supply cabinets on either side of the space. The ambulance supply area would be covered for rain and sun protection, but would otherwise be open. The second floor (10,980-sf) would include classroom/training, conference office, and storage space. The third floor (11,205-sf) would consist of a locker room, dormitory, kitchen/dining facility, lounge, and fitness and storage space. The dormitory, which would have a total of 12 beds, would allow EMS personnel to stay at the facility during emergencies and would not have regular use. An Enhanced Ventilation System Design with a MERV 13 filter would be installed on the roof to provide the proposed dormitory and habitable space with filtered air. Emergency power would be provided by a diesel-powered generator that meets currently required stationary source emissions requirements specified by the Bay Area Air Quality Management District (BAAQMD). The emergency generator will also be housed in sound enclosure to reduce operational noise.

The proposed 47-foot-tall concrete parking structure would provide 121 parking spaces for various emergency vehicles as well as vehicles for trainees, employees, and visitors. The parking structure would also include the emergency generator, vehicle refueling pumps, and diesel and gasoline fuel tanks. Foundations for both the EMS facility and the parking garage are proposed to be concrete grade beams on concrete caps, anchored by 80-foot-long pre-stressed concrete piles (as many as 588 piles total for the EMS facility and parking garage). Impact pile driving would not be employed for setting the piles in

¹ The disposition of the 1415 Evans Avenue facility is not known at this time.

place; rather, steel torque-down piles would be used. The depth of excavation for the grade beams would be about three feet. Excavation would be limited to the area around the grade beams and the total volume of material to be removed would be about 3,400 cubic yards. Demolition of the existing structures is expected to take about six weeks; excavation, grading and site preparation about 10 weeks; construction of the EMS facility and parking garage about 68 weeks; and clean up about 4 weeks. About four weeks of construction of one structure may overlap with excavation and site preparation of the other structure so the total construction time is estimated to be about 84 weeks. Depending upon the construction phase, 20 to 40 workers would be on-site at any one time. Construction workers would be selected from the local pool as much as possible and encouraged to use public transit or car pool. Construction workers driving their personal vehicles to the site would park in the existing parking lot or on the street.

The facility would operate 24 hours a day, seven days a week and would be staffed for both daytime and night-time shifts. Initially, the staffing at the proposed project is expected to be approximately the same as that at the existing 1415 Evans Avenue facility – a total of 97 employees on any given day, including 90 field staff and seven administrative staff. The EMS staffing level is expected to increase by about 27 percent by 2030, increasing the total number of employees on any given day to 124, including 113 field staff and 11 administrative staff.² Emergency vehicles would not be dispatched from the proposed facility to emergency incidents; rather (and as currently practiced), they would be dynamically deployed from the proposed facility to pre-determined positions throughout the City at the start of each work shift. Each ambulance shift is staffed with approximately six EMS technicians (generally two per ambulance). At the beginning of each shift, EMS field staff would leave the project site by ambulance to pre-determined posting locations throughout the City, returning to the project site at the end of their shift (typically 10- to 12-hours long). There would be 21 different shifts staggered throughout the day, with the peak shift changes occurring between 4:00 p.m. and 6:00 p.m.

Project Approvals

A Conditional Use Authorization from the City Planning Commission is required for establishment of a public use in the PDR-2 District.

Approval Action: The approval action for the proposed project is the Conditional Use Authorization. The Approval Action date establishes the start of the 30-day appeal period for this CEQA exemption determination pursuant to Section 31.04(h) of the San Francisco Administrative Code.

EXEMPT STATUS (continued):

CEQA Guidelines Section 15332, or Class 32, provides an exemption from environmental review for in-fill development projects that meet the following conditions. As discussed below, the proposed project satisfies the terms of the Class 32 exemption.

² San Francisco Department of Public Works. *San Francisco Fire Department Emergency Medical Services Building Project, Project Description Narrative*. November 30, 2015. This document and other cited documents are available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400 as part of Case File No. 2015-011249ENV.

- a) *The project is consistent with applicable general plan designations and policies as well as with applicable zoning designations.*

The *San Francisco General Plan*, which provides general policies and objectives to guide land use decisions, contains some policies that relate to physical environmental issues. The proposed project would not conflict with any such policy. The proposed project is located within the Production, Distribution and Repair (PDR-2) District and the 65-J Height and Bulk District in the Bayview neighborhood of San Francisco. The intent of the PDR-2 District is to encourage the introduction, intensification, and protection of a wide range of light and contemporary industrial activities. While new housing, large office developments, large-scale retail, and the heaviest of industrial uses, such as incinerators, are prohibited, a variety of other uses are generally or conditionally permitted. The project site includes three structures that currently provide living, office and storage space in support of the services provided by Fire Station 9. The proposed project, which would provide a base of operations for the SFFD's provision of emergency medical services, would expand the existing public service provided by Fire Station 9. Such public uses, when conditionally permitted, are consistent with the PDR-2 District.³ Thus, the proposed project is consistent with all applicable *General Plan* designations and applicable zoning plans and policies.

- b) *The development occurs within city limits on a site of less than five acres surrounded by urban uses.*

The approximately 1.7 acre (73,698 sf) project site is located in an area of the intensively developed Bayview neighborhood of San Francisco that is characterized by industrial, warehouse and manufacturing uses. Therefore, the proposed project is properly characterized as in-fill development on a site of less than five acres in an area completely surrounded by urban uses.

- c) *The project site has no habitat for endangered, rare or threatened species.*

The project site is within an almost entirely paved and built area that has been thoroughly developed for several decades. As described by the Historic Resource Evaluation prepared for the proposed project:

"Bayview has been the locus of some of the City's most noxious and unhealthy heavy industries, including steel manufacturing, ship repair, junk yards, and auto wrecking...The development of Bayview as a predominantly industrial and residential area was thereby achieved at extensive costs to environmental health..."⁴

The only nearby open spaces are the grasslands surrounding Bernal Heights, about 1,100 feet to the west across Highway 101, and the San Francisco Bay shoreline, about 1.5 miles to the east. There is no habitat for endangered, rare or threatened species within or in the vicinity of the project site.

³ Note that at the time Fire Station 9 was built in 1972, the then in-effect M-2 Industrial zoning district for the area did not require a conditional use authorization for a public use. The current PDR-2 zoning district requires a conditional use authorization for public uses pursuant to Planning Code Section 210.3.

⁴ Carey & Co. Inc. *Historic Resource Evaluation 2245 Jerrold Avenue*, p. 11. September 9, 2015.

- d) *Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.*

Traffic

In order to evaluate the potential transportation impacts of the proposed project, a Transportation Memorandum (Transportation Memo) was prepared to document the existing local transportation system and conditions, and the estimated travel demand that would result with construction and operation of the proposed EMS facility.⁵ The following discussion is based upon the evaluation and data presented in the Transportation Memo.

As noted, the proposed project includes the construction of a new EMS facility to be staffed 24 hours per day, seven days a week (with 21 shifts deployed throughout the day), and a three-level parking garage with 121 spaces. About 67 of those parking spaces would be for employees of the EMS facility; the remainder would be for ambulances and other emergency vehicles. The project site, located in an area almost entirely occupied by warehouse, distribution and light manufacturing land uses, is served by two regional roadways: Highway 101, about 1,000 feet to the west, and Interstate 280, about 1,500 feet to the east. The local road network surrounding the project site is generally an east-west and north-south grid of two-way streets. Direct access to the project site is provided by McKinnon and Jerrold Avenues, both of which are designated as "Industrial" streets in San Francisco's *Better Streets Plan*.⁶ All intersections in the project area are stop controlled and intersection cross-walks are clearly marked.

Existing Conditions

Existing traffic conditions in the vicinity of the project area were qualitatively assessed during the evening peak hour (4:00 p.m. to 6:00 p.m.) on Thursday, November 12, 2015, and found to be very light due to nearby industrial and commercial uses being closed. Existing daily traffic conditions were evaluated quantitatively by conducting 24-hour traffic counts on Thursday, November 19, 2015 and Thursday, November 12, 2015 on Jerrold Avenue and McKinnon Avenue, respectively, adjacent to the project site. Approximately 9,381 vehicular trips were counted on Jerrold Avenue and 1,426 trips were counted on McKinnon Avenue. The peak hour on Jerrold Avenue occurs between 10:15 a.m. and 11:15 a.m., with approximately seven percent of the total daily volume occurring during that time. The peak hour on McKinnon Avenue occurs between 3:30 p.m. and 4:30 p.m., with approximately eleven percent of the total daily volume occurring during that time.

Project Travel Demand

The Transportation Memo estimates project-generated travel demand⁷ by employee commute trips and project trips associated with the proposed EMS facility operations at the anticipated 2030 levels. As noted,

⁵ CHS Consulting Group. *SFFD Emergency Medical Services Relocation Project Transportation Memo*. November 25, 2015.

⁶ San Francisco Planning Department. *San Francisco Better Streets Plan*. December 2010. Available online at: <http://www.sf-planning.org/ftp/betterstreets/index.htm>.

⁷ Travel demand refers to the new vehicles, transit, pedestrian, and bicycle and other traffic generated by the proposed project.

the existing EMS facility at 1415 Evans Avenue currently has a total of 97 employees on any given day, including 90 field staff and seven administrative staff. With an anticipated increase in EMS staffing levels, EMS staff is expected to increase by approximately 27 percent by 2030, and the estimated number of employees at the proposed facility on any given day would increase to a total of 124 employees, including 113 field staff and 11 administrative staff by 2030. The field staff typically works 10- to 12-hour shifts staggered throughout the day, with staffing gradually increasing during the day-time hours, and a total of 21 shifts deployed from the facility throughout the day. The administrative staff hours are from 8:00 a.m. to 4:30 p.m.

Based on the number of scheduled employees in each shift, a total of 248 person trips would be generated on a daily basis, of which 47 trips would occur during the p.m. peak hour. The Transportation Memo notes that “despite the overall increase in staffing levels by Year 2030, there would be no substantial change in the number of trips generated during the p.m. peak hour from the current operation because the additional staff would be mostly assigned to daytime shifts (shifts beginning at 6:00 a.m. or 8:00 a.m.).”⁸

As noted in the Transportation Memo, approximately 75 percent of the existing EMS employees at the 1415 Evans Avenue facility drive to work, with the remaining 25 percent taking public transit or riding a bike. Given the close proximity of the proposed EMS facility to the existing 1415 Evans Avenue facility, the Transportation Memo assumes the employee travel modes would be similar. For the purposes of travel demand, the Transportation Memo conservatively estimates that approximately 80 percent of the EMS employees at the proposed facility would drive, 15 percent would take transit, and five percent would bike to work, generating about 44 vehicle trips, seven transit trips, and one bike trip during the p.m. peak hour. Of the estimated 44 vehicle trips, 17 would occur in the inbound direction and 27 trips would occur in the outbound direction. The estimated number of vehicle trips include three inbound and three outbound ambulance trips generated by the proposed project. Table 1 summarizes project-generated trips by mode for the proposed EMS facility.

Table 1. Project-Generated Trips (by Mode) During the PM Peak Hour

Mode	Percent	Inbound	Outbound	Total
Vehicle	80	17	27	44*
Transit	15	3	4	7
Bike	5	1	1	2
Total	100	21	32	53

Source: CHS Consulting Group. *SFFD EMS Relocation Project Transportation Memo*, December 2015.

* Includes three (3) inbound and three (3) outbound ambulance vehicle trips generated by the proposed project.

⁸ CHS Consulting Group. *SFFD Emergency Medical Services Relocation Project Transportation Memo*, page 12. November 25, 2015.

With regards to trips associated with proposed operations of the EMS facility, it is noted again that the principal function of the EMS facility would be to serve as an administrative center for deploying ambulances, provide for their restocking with necessary first aid materials and equipment, and to provide emergency-only shelter space on-site. The proposed project is not a publicly-accessible facility and provides no emergency services. Ambulances would be dynamically deployed at regularly staggered shifts to pre-determined posting locations throughout the City, from where they would respond to emergency calls. Continuing education and re-certification of EMS personnel would also be conducted at the project site once or twice a month. The EMS staff who commute to the proposed EMS facility would also attend the training sessions offered on-site and thus, would not contribute to net new trips beyond those estimated above.

The proposed EMS facility operations include the deployment of 21 shifts that are 10- or 12-hours long and are staggered throughout the day with the peak shift changes occurring between 4:00 p.m. and 6:00 p.m. Currently, there is a total of 37 outbound and inbound ambulance trips departing from and returning to the proposed EMS facility at 1415 Evans Avenue over a one-day period. Consistent with the assumption that a 27 percent increase in staffing generally reflects a similar increase in the number of overall ambulance trips, approximately 47 outbound and inbound trips would be expected over the course of a day in 2030. In 2030 and as analyzed in the Transportation Memo, there would be a total of six ambulance trips with three inbound and three outbound trips from the project site during the p.m. peak hour.

In addition, the Transportation Memo estimates that there would be two vendor trips per day at the proposed EMS facility. Visitor trips would account for another one to two trips per day. However, similar to current practices at the existing EMS facility at 1415 Evans Avenue, vendor trips would only occur between 10:00 a.m. and 4:00 p.m. at the proposed EMS facility in order to avoid the morning and evening peak traffic periods. Therefore, vendor-related trips would not contribute any net new trips to the project site.

Project-related vehicle trips include employees, ambulance rotations, visitors, and vendors, traveling to and from the project site throughout the day. As discussed above, the proposed project would generate approximately 44 vehicle trips including 17 inbound trips and 27 outbound trips during the p.m. peak hour. These trips would increase traffic volumes on nearby streets such as Bayshore Boulevard, McKinnon Avenue, Jerrold Avenue, and Barneveld Avenue. Because these trips would spread over multiple streets and directions, Bayshore Boulevard, McKinnon Avenue, Jerrold Avenue, and Barneveld Avenue would each experience a marginal increase in traffic volumes due to the project.

With the addition of project-related vehicles, traffic volumes would remain at levels less than the carrying capacity of the roadways.⁹ While adding 44 vehicles during the p.m. peak hour would be noticeable in the immediate vicinity of the project site, it would not cause significant impacts to traffic operations along

⁹ Per San Francisco County Transportation Authority's *Travel Demand Forecasting Model Development*, capacity for urban roadways in San Francisco is approximately 550 vehicles per hour per lane.

McKinnon, Jerrold, or other nearby streets. Therefore, the proposed project would have a less-than-significant impact related to traffic.

Finally, the observed p.m. peak traffic volumes on nearby streets (Jerrold Avenue – 642 vehicles and McKinnon Avenue - 157), would accommodate the addition of project-generated traffic (44 vehicles) without causing the intersection to fail or operate at LOS E or F. In addition, this segment of Jerrold Avenue and McKinnon Avenue were observed to have relatively low traffic volumes under existing conditions and this would likely remain a low-volume roadway in the future, as well. Thus, the proposed project would have less-than-significant traffic impacts, either individually or cumulatively.

Transit

The project site is currently within 800 and 960 feet of bus stops at Jerrold Avenue and Toland Street and Jerrold Avenue and Bayshore Boulevard, respectively. These stops are served by the San Francisco Municipal Transit Authority (Muni) routes 9, 9R, 19 and 23. As discussed in the Transportation Memo, each of these four routes operates below Muni's 85 percent capacity threshold. The proposed project would generate approximately seven (7) transit trips, which would be accommodated within the existing capacity of the Muni lines serving the project site. Further, the project-generated 44 p.m. peak hour vehicle trips would not result in substantial conflicts with transit serving the area.

Given the low volumes of traffic on Jerrold Avenue and McKinnon Avenue, under existing conditions, as well as the low traffic volumes anticipated in the future, the proposed project would not substantially impede transit operations on nearby roads. Further, the proposed project would not substantially affect transit operations and no bus stops would be affected; thus, the proposed project would have a less-than-significant impact related to transit operations.

Pedestrians

Streets in the vicinity of the project site were all observed to have sidewalks. Intersections are stop-controlled with well-defined crosswalks and curb ramps. The Transportation Memo estimated that the proposed project would not generate pedestrian trips aside from the seven transit trips necessitating walks between the project site and the bus stop during the p.m. peak hour. The addition of these seven p.m. peak hour pedestrian trips related to transit would not interfere with pedestrian circulation to nearby areas or create hazardous conditions for pedestrians. Therefore, the proposed project would have a less-than-significant impact related to pedestrians.

Bicycles

The project site is in the vicinity of four bicycle routes (25, 170, 60, and 68) that are a part of the San Francisco Bicycle Network. As stated by the Transportation Memo, very little bicycle travel was observed during the weekday evening (4:00 p.m. to 6:00 p.m.) period on Thursday, November 12, 2015. The proposed project, which would provide four Class I bicycle parking spaces and two Class II bicycle parking spaces in the proposed parking garage, would generate approximately two bicycle trips during the p.m. peak hour. The existing capacity of nearby bicycle routes would be able to accommodate this

increase in bicycle trips without impact. Further, the 44 p.m. peak hour vehicle trips that would result during operation of the proposed project would not create potentially hazardous traffic conditions for bicyclists. Therefore, the proposed project would have a less-than-significant impact related to pedestrians.

Loading

The Transportation Memo notes that several industrial buildings in the project study area have off-street loading bays for trucks. The proposed project would accommodate all loading activities (estimated at two vendor trips per day) within the project site. In addition, there are a total of 19 on-street freight (yellow) loading spaces within the area bounded by Oakdale Avenue, Barneveld Avenue, Toland Street, and the midblock of Napoleon Street. Based on field observations made during the midday (11:00 a.m. to 1:00 p.m.) period on Thursday, November 12, 2015, both on- and off-street loading facilities in the vicinity of the project site experienced a moderate level of commercial loading activities without impeding traffic. As noted, the proposed project would generate one to two vendor trips per day. These vendors could park in the five visitor spaces to be provided in the parking garage or they could utilize the available curb spaces on Jerrold Avenue or McKinnon Avenue. Given the limited number of vendor trips and other deliveries, the proposed project's impact upon loading would be considered less than significant.

Parking

On-street parking surveys conducted during a typical mid-day period (11:00 a.m. to 1:00 p.m.) on Thursday, November 12, 2015, determined that 78 percent (477 spaces) of the 611 parking spaces within the area bounded by Oakdale Avenue, Barneveld Avenue, Toland Street, and the midblock of Napoleon Street were occupied, leaving 134 spaces unoccupied. The Transportation Memo estimates that 80 percent of the 124 staff predicted for the proposed project in 2030 would drive to the EMS facility, generating a peak parking demand of 75 parking spaces around 4:00 p.m. As discussed, of the 121 parking spaces to be provided by the proposed parking garage, about 67 parking spaces would be reserved for employees, resulting in a deficit of about eight parking spaces that would potentially spill over onto the surrounding public roadways. Given the available parking spaces noted above, a deficit of eight parking spaces would have a less-than-significant significant impact with regards to local on-street parking such that hazardous roadway conditions or significant traffic delays would occur.

Construction

As noted in the Project Description above, construction of the proposed project would take about 84 weeks, with 20 to 40 construction workers on-site at any given time. The hours of construction would be stipulated by the Department of Building Inspection and the construction contractor would have to comply with Section 2908 of the Noise Ordinance that generally limits construction activities to seven days a week between 7:00 a.m. and 8:00 p.m., unless specially permitted by the Department of Public Works. During this period, construction-related vehicles would travel to and from the site, in addition to workers in their vehicles. There is adequate room for construction worker vehicles, construction

equipment vehicles and materials to be staged within the project site and not on surrounding streets. Therefore, it is not anticipated that any construction-related lane closure would be required.¹⁰

The Transportation Memo estimates that construction of the proposed project would generate up to 50 daily round trips during the peak construction period, including the six to 10 daily trips to haul away construction debris and excavated soil during the 16 weeks estimated for demolition and excavation. The construction contractor would be required to meet the City's Regulations for Working in San Francisco Streets (the "Blue Book") and would be required to meet with SFMTA, Public Works, and other responsible City agencies to determine feasible traffic management measures. The project construction truck traffic would result in periodic and momentary decreases in the capacities of local streets in the project area due to their slower movement and larger turning radii of project-related construction trucks. However, due to its temporary nature and available areas for off-street staging of construction materials and vehicles, project-related construction impacts on traffic would be considered less than significant.

Noise

Ambient noise levels in the vicinity of the project site are typically dominated by vehicular traffic, including Muni vehicles, trucks, cars, emergency vehicles, street maintenance, and land use activities themselves, such as manufacturing, warehousing and distribution. The nearest sensitive receptors¹¹ are located in the residential neighborhoods of Bernal Heights, about 1,100 feet to the west and across Highway 101. The Department of Public Health's Traffic Noise Model indicates that the ambient noise level at the project site is within a range of 60 to 70 decibels (dBA).¹²

San Francisco's General Plan Environmental Protection Element Policy 11.1 provides a "Land Use Compatibility Chart for Community Noise" chart with recommendations regarding the need for a detailed noise analysis based on a proposed project's land use characteristics and the existing ambient noise level. The proposed EMS facility is not represented among the land use categories in the chart; however, for various land uses (e.g., office, commercial, manufacturing) a detailed noise analysis is recommended when the ambient noise level is between 64 and 70 dBA (L_{eq}). Accordingly, a Noise Study was prepared to evaluate the proposed project with regard to potential construction noise and vibration impacts to surrounding receptors, noise resulting from fixed sources (HVAC and the emergency generator), and routine activities once the proposed facility is operational.¹³ The Noise Study also made recommendations for noise reduction for the dormitory and habitable space that would be provided for

¹⁰ Were a lane closure required, a lane closure permit subject to review and approval by the Department of Public Works (DPW) and the Transportation Advisory Staff Committee (TASC) would be required. The TASC consists of representatives from the Fire Department, Police Department, MTA Traffic Engineering Division, and Department of Public Works.

¹¹ Sensitive receptors with regard to noise are typically considered to include uses residences, health care and convalescent facilities, and school, day care, and religious facilities.

¹² San Francisco Department of Public Health *Noise Map*. March, 2009. Available at: http://www.sf-planning.org/ftp/files/publications_reports/library_of_cartography/Noise.pdf. Accessed 11/25/15.

¹³ Wilson Ihrig, *SF Fire Department Emergency Medical Services Facility, San Francisco California Construction, Mechanical and Project-Generated Noise*. November 24, 2015.

EMS personnel in the proposed facility, even though such users would not be considered sensitive receptors because their stay would be periodic and temporary. To quantify and characterize the existing noise environment, long-term measurements (continuous measurements at one-hour intervals) were made at the McKinnon Avenue point of ingress and at the location of the proposed facility. Short-term noise measurements were also made at three locations behind the fire station with simultaneous measurements at both five and 25 feet in height.

The Noise Study determined that the average (or ambient) daytime noise level is 59 dBA at the location of the proposed facility and 64 dBA at the McKinnon Avenue point of ingress. The corresponding maximum daytime levels are between 65 to 81 dBA at the location of the proposed facility and 73 to 91 dBA at the McKinnon Avenue point of ingress. The primary noise sources include vehicles on surface streets (e.g., trucks, busses and motorcycles) and the two highways. Other contributors to the local noise level are the repair and fabrication businesses on McKinnon Avenue. The simultaneous, short-term measurements taken five and 25 feet above the ground at three locations behind the fire station indicate that the sound level is constant across the project site, with a typical increase of two to three dBA at 25 feet, likely due to the greater influence of noise from Highway 101 and Interstate 280.

The Noise Study also evaluated properties adjacent to and within 1,000 feet of the project site that have a direct line of sight to the proposed facility in order to assess their susceptibility to the proposed project's construction noise from the project site.

Construction Noise and Vibration

As noted, the proposed project would be constructed over an estimated period of 84 weeks. Construction would occur in the following overlapping phases:

- Demolition: approximately 6 weeks
- Excavation, grading and site preparation: approximately 10 weeks
- Construction: approximately 68 weeks
- Clean up: approximately 4 weeks

The loudest noise and greatest vibration would be expected during demolition and excavation activities that would occur with the periodic use of heavy equipment such as a bulldozer, backhoe with hoe ram, grader and cement truck. Noise would also be expected from the various tools used for exterior and interior finish work, although it would be at lower levels than that from demolition, excavation and foundation work. Construction would occur in close proximity to surrounding structures. However, the surrounding structures involve warehousing, distribution and light manufacturing uses that are not considered sensitive receptors. Fire Station 9 would similarly not be considered a sensitive receptor. The Noise Study notes that the existing construction of the adjacent buildings (concrete tilt-up warehouse structures) "should typically provide about 15 to 25 dB noise reduction for construction noise: older industrial buildings with leaky windows would reduce noise by 15 dB and newer concrete buildings with

no exposed windows would reduce noise by 30 dB.”¹⁴ Fire Station 9 is a modern concrete structure for which the Noise Study determined that construction noise would have to exceed 80 dBA to result in a substantial noise increase.

Delivery truck trips and construction equipment would generate noise that that may be considered an annoyance by occupants of nearby properties. Sections 2907 and 2908 of the City’s Noise Ordinance (Article 29 of the Police Code) regulate construction equipment noise and nighttime construction, respectively. Section 2907(a) requires that noise levels from individual pieces of construction equipment, other than impact tools, not exceed 80 dBA at 100 feet from the source. Per Section 2907(b), impact tools are not limited to 80 dBA at 100 feet from a property line, but they must have both intake and exhaust muffled to the satisfaction of the Director of Public Works. Table 3 below is reproduced from the Noise Study and provides the noise levels at 100 feet for the equipment anticipated to be used in construction of the proposed project. Note that the only impact equipment would be the backhoe loader with hoe ram for demolition. (As discussed, piles will be drilled into place, not hammered).

Table 3. Anticipated Construction Equipment and Noise Levels at 100 Ft.

Heavy Noisy Equipment	Number	Maximum Sound Pressure Level at 100’ (dBA)	Comments
Skid Steer Loader	1	73	
High Reach Demolition Excavator	1	75	
Excavator	1	75	
50 ton Crawler Crane	1	75	
Backhoe Loader with Hoe Ram	1	84	Impact equipment
Vibration concrete Compactor	1	74	
Concrete Pump/Truck	1	75	
Concrete Saw	1	84	

Bold numbers represent values over the 80 dBA at 100’ Maximum.

Source: Wilson Ihrig, *SF Fire Department Emergency Medical Services Facility, San Francisco California Construction, Mechanical and Project-Generated Noise*. November 24, 2015.

¹⁴ Ibid, p. 8

Construction of the northern portion of the proposed parking garage would occur within 100 feet of Fire Station 9. As shown in Table 3, the backhoe loader with hoe ram (or backhoe ram) and concrete saw exceed the 80 dB limit at 100 feet. As noted, Section 2907(b) of the Noise Ordinance requires that impact tools must have both intake and exhaust muffled to the satisfaction of the Director of Public Works. Given that demolition and the use of the backhoe ram would be limited in duration and that the nearest sensitive receptors are about 1,000 feet away, a significant impact with regard to construction noise would not be expected. Similarly, use of the concrete saw would also be limited in duration. While annoyance to the immediately surrounding land uses (including Fire Station 9) may occur during construction, the concrete walls enclosing these uses would reduce the noise level by 15 to 30 dB.

Section 2908 of the Noise Ordinance prohibits construction work between 8:00 p.m. and 7:00 a.m. if it would produce noise levels that exceed the ambient noise level by 5 dBA at the project property plane, unless a special permit is authorized by the Director of Public Works. The project sponsor has stated that the only night-time work would be when a construction trailer is moved to the site; otherwise night-time work is not anticipated for the proposed project.¹⁵ The movement of the construction trailer would not exceed the Section 2908 limit of 5 dBA at the property plane.

In conclusion, although construction noise may result in annoyance to surrounding receptors, it would result in a less-than-significant impact due to its limited duration and periodic occurrence. While there would be a less-than-significant noise impact as a result of construction of the proposed project, the Noise Study recommended the following best practices to further reduce non-significant noise effects:

1. Construct an eight to ten-foot-tall sound fence along the property line and adjacent to neighboring buildings and apply two psf/STC 25 "sound blankets" to the existing security fence.
2. Notify in advance the occupants of neighboring buildings about noise generating activities and the construction schedule.
3. Reduce concrete saw noise with use of a "quiet" blade.

These best practices have been agreed to by the project sponsor and will be included in the construction plans for the proposed project.¹⁶

Operational Noise

Noise would occur with operation of the roof-top HVAC and emergency generator. Noise would also result from the traffic the proposed project creates. In general, Section 2909(c) of the Noise Ordinance limits noise from any machine or device on properties with a public use to 10 dBA above the local ambient at a distance of 25 feet or more. As the ambient is 59 dBA, the fixed noise sources would be limited to 69 dBA at a distance of 25 feet from either the HVAC or emergency generator. As noted previously, however, the project site users and surrounding users in the immediate project vicinity are

¹⁵ Email from Boris Deunert, Public Works, to Chris Thomas, Planning Department, November 24, 2015.

¹⁶ Email from Boris Deunert, Public Works, to Chris Thomas, Planning Department, November 25, 2015.

not considered sensitive receptors in regards to noise; the nearest sensitive receptors are in the residential areas of Bernal Heights, about 1,000 feet to the west.

Although noise from the HVAC unit would be expected to result in a less-than-significant impact to the sensitive receptors in Bernal Heights, the sponsor has stated that the HVAC unit would be enclosed in either an acoustically screened area or within a penthouse with acoustic louvers in order to comply with Section 2909(c).¹⁷

The emergency generator would be located in the new parking garage. A Kohler Power Systems Model 400REOZJB diesel-powered generator set with a John Deere Model 6135HFG84 engine has been selected as the emergency generator. The emergency generator would only be used during emergencies and when periodically tested. (As discussed below under Air Quality, the emergency generator would be limited to 50 hours of operation per year.) As such, impacts to sensitive receptors in Bernal Heights would be less-than-significant with regard to operation of the emergency generator. Although no impact to sensitive receptors is anticipated due to the limited and periodic operation of the emergency generator, it would be placed in a sound enclosure that would further reduce its operational noise levels.¹⁸

In regards to the proposed project's contribution to the existing ambient noise level, noises generated by trucks and manufacturing are common and generally accepted in industrial areas. An approximate doubling of traffic volumes in the project area would be necessary to produce an increase in ambient noise levels noticeable to most people (that is, a three decibel increase).¹⁹ As discussed under Traffic, the proposed project would not be anticipated to cause a doubling in traffic volumes in the vicinity of the project site. The noise generated by the proposed EMS uses would be considered common and generally acceptable in a PDR area, and would not be considered a significant impact.

Considering the above, the proposed project would not result in a significant impact with respect to either construction or operational noise.

Project Receptors and Surrounding Noise

Once the proposed facility is operational, noise from outside the project site would be heard by personnel who using the dormitory for sleep. Habitable residential space is subject to Title 24 interior noise standard of 45 dBA. The proposed project would not constitute a residential use and therefore would not be subject to Title 24. Given that the dormitory space would not be regularly occupied, its users would not be considered sensitive receptors. In any event, the Noise Study recommends that the third-floor dormitory meet the 45 dBA interior noise standard and states that the concrete construction techniques that would be employed in the proposed EMS facility would "easily reduce noise by 20 dBA or more even with windows open." As discussed, the maximum hourly Leq was measured at 62 dBA. The proposed facility would thus meet the interior noise level of 45 dBA for the dormitory.

¹⁷ Ibid.

¹⁸ The sponsor has selected a Kohler Power systems Model 350-500REOJZ enclosure.

¹⁹ A decibel is a unit of measurement describing the amplitude of sound, equal to 20 times the logarithm to the base 10 of the ratio of the pressure of the sound measured to the reference pressure, which is 20 micropascals.

Air Quality

As noted, the project site is in an area characterized by light industrial, warehouse and distribution land uses. As discussed below, it is also in the Air Pollutant Exposure Zone. The nearest sensitive receptors²⁰ with regard to air quality would be the residential neighborhoods in Bernal Heights, about 1,100 feet to the west of the project site.

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 BAAQMD CEQA Air Quality Guidelines (May 2011) provide screening criteria to determine if projects would violate an air quality standard, contribute substantially to an air quality violation, or result in a cumulatively considerable net increase in criteria air pollutants within the San Francisco Bay Area Air Basin.²¹ 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 screening criteria for an EMS facility and parking garage are not explicitly provided in the BAAQMD screening table (Table 3-1). However, the proposed project may be considered generally comparable to various land use types in Table 3-1, such as hospital, general light industry, or government (civic center), all of which have construction and operational screening sizes larger in area than that of the proposed project. The proposed 30,344-gsf EMS facility and approximately 62,000-gsf parking structure (together about 92,344-gsf) would not exceed the BAAQMD criteria air pollutant screening levels for operation or construction of a comparable facility and further analysis of criteria air pollutant emissions is not necessary. It is noted that the current EMS vehicle fleet includes 24 gas-powered ambulances that are less than five years old and 30 diesel ambulances that are greater than 10 years old. As the fleet ages, new vehicles will be purchased. In accordance with the Healthy Air and Clean Transportation Ordinance (San Francisco Environmental Code Chapter 4, Section 403), new purchases of EMS vehicles would be the cleanest and most efficient vehicles on the market. Further, all diesel powered ambulances will have to run on renewable diesel fuel (that is, non-petroleum-based diesel fuel).²² For the above reasons, the proposed project would have a less-than-significant impact with regard to criteria air pollutants.

²⁰ Sensitive receptors with regard to air quality are generally considered to include children, the elderly, and the infirm. Sensitive land uses would include residences, schools and health facilities.

²¹ Bay Area Air Quality Management District, *CEQA Air Quality Guidelines*, Updated May 2011. See Table 3-1.

²² San Francisco Office of the Mayor News Release: "Mayor Lee Announces San Francisco to Use Renewable Diesel in City Fleet." July 21, 2015. Accessible at: <http://www.sfmayor.org/index.aspx?recordid=919&page=846>.

Construction

Construction activities can result in fugitive dust that may result in impacts to surrounding receptors. The proposed project would be subject to the Construction Dust Control Ordinance (Ordinance 176-08, effective July 30, 2008), which was established 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 DBI. The Ordinance requires that all site preparation work, demolition, or other construction activities within San Francisco that have the potential to create dust or to expose or disturb more than 10 cubic yards or 500 square-feet of soil comply with specified dust control measures whether or not the activity requires a permit from DBI. The Director of DBI may waive this requirement for activities on sites that are less than one half-acre that are unlikely to result in any visible wind-blown dust.

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

Health Risk

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 are capable of causing chronic (i.e., of long-duration) and acute (i.e., severe but short-term) adverse effects to human health, including carcinogenic effects. In response to growing concerns of TACs and their human health effects, the San Francisco Board of Supervisors approved a series of amendments to the San Francisco Building and Health Codes, generally referred to as the Enhanced Ventilation Required for Urban Infill Sensitive Use Developments or Health Code, Article 38 (Ordinance 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 developments within the Air Pollutant Exposure Zone. Projects within the Air Pollutant Exposure Zone require special

consideration to determine whether the project's activities would expose sensitive receptors²³ to substantial air pollutant concentrations or add emissions to areas already adversely affected by poor air quality.

The proposed site is within an Air Pollutant Exposure Zone. The dormitory would not represent a sensitive use with regard to health risk because it would generally be used only during emergencies; therefore, Article 38 would not apply to the proposed project. Although the proposed project would not introduce sensitive uses to the project site, the project sponsor has submitted an Enhanced Ventilation Proposal for approval by the Department of Public Health (DPH) that achieves protection from PM_{2.5} (fine particulate matter) equivalent to that associated with a Minimum Efficiency Reporting Value 13 filtration.²⁴ Installation of an enhanced ventilation system would ensure that EMS personnel using the proposed facility's habitable space breathe clean air. Therefore, there would be a less-than-significant impact to personnel at the proposed facility with regards to a health risk associated to the Air Pollutant Exposure Zone.

As noted, the proposed project would require construction activities for an approximate 84-week construction period, some of which would result in short-term emissions of diesel particulate matter and other toxic air contaminants that can pose health risks to nearby sensitive receptors. Again, the surrounding warehouse, distribution and light industrial land uses are not considered to include sensitive receptors, nor are personnel who would use the proposed dormitory space considered sensitive receptors.

In April 2007, the City and County of San Francisco adopted the Clean Construction Ordinance (Ordinance 28-15) requiring public projects to reduce emissions at construction sites starting in 2009. In March 2015, the City expanded the existing Clean Construction Ordinance to require public projects to further reduce emissions at construction sites in certain areas with high levels of background concentrations of air pollutants. The proposed project is subject to the Clean Construction Ordinance²⁵ which requires that a Construction Emissions Minimization Plan be prepared.²⁶ While emission reductions from limiting idling, educating workers and the public and properly maintaining equipment are difficult to quantify, other measures in the Construction Emissions Minimization Plan, specifically the requirement for equipment with Tier 2 engines and Level 3 Verified Diesel Emission Control Strategy (VDECS), can reduce construction emissions by 89 to 94 percent compared to equipment with engines meeting no emission standards and without a VDECS. Emissions reductions from the combination of Tier 2 equipment with Level 3 VDECS are almost equivalent to requiring only equipment with Tier 4 Final

²³ Sensitive receptors include, but are not limited to, hospitals, schools, daycare facilities, elderly housing and convalescent facilities.

²⁴ San Francisco Department of Public Health, *Application for Article 38 Compliance Assessment*, 2245 Jerrold Avenue. October 30, 2015.

²⁵ Refer to Ordinance No 28-15 for more information. The Ordinance is available at: <https://sfgov.legistar.com/Legislation.aspx> (Board File Nos. 140805 AND 150526 or Ordinance No. 28-15).

²⁶ Refer to <https://www.sfdph.org/dph/EH/Air/CleanConstruction.asp> (will link to the handout on DPH's website) for more information.

engines, which is not yet readily available for engine sizes subject to the Clean Construction Ordinance. While there are no sensitive receptors close enough to the project site to be affected by diesel emissions from its construction, compliance with the Clean Construction Ordinance would further reduce construction emissions.

Note too that, in accordance with the Clean Construction Ordinance, the contract for the construction of the project would specify that diesel vehicles are fueled with B20 biodiesel and that the construction equipment would meet USEPA Tier 3 standards or best available control technologies for equipment over 25 hp. Therefore, the construction of the proposed project would result in a less-than-significant impact with regards to health risk.

Stationary Sources (Fueling Station and Emergency Generator)

The parking facility will include a diesel-powered emergency generator with belly tank, vehicle refueling pumps, and diesel and gasoline fuel tanks. Gas stations, also referred to as Gasoline Dispensing Facilities (GDF's), are a source of TACs due to the uncontrolled emissions associated with tank filling, vehicle fueling, and minor spillage as part of routine operations. All gasoline dispensing facilities are subject to BAAQMD's Regulations 8, Rule 7 (Gasoline Dispensing Facilities), which has a goal of limiting emissions of organic compounds from gasoline dispensing facilities. Regulation 8, Rule 7 applies to any stationary operation which dispenses gasoline directly into the fuel tanks of motor vehicles and treats such facility as a single source including all necessary fuel-dispensing equipment, such as nozzles, dispensers, pumps, vapor return lines, plumbing and underground and aboveground storage tanks. In addition, the California Air Resources Board (CARB) evaluates and tests new and modified vapor recovery systems, which are required as part of GDF operations to recover gasoline vapors generated while fueling vehicles in a service station. Therefore, the sponsor would be required to apply for the CARB and BAAQMD permits.

The Permit to Operate contains conditions such as the facility's permitted annual throughput, as well as other requirements specific to the individual GDF, such as information regarding underground storage tanks, nozzles, and vapor recovery systems. Inspections of each permitted facility are conducted by BAAQMD staff on an annual basis to ensure that each operator complies with all conditions specified in the Permit to Operate. Operators who violate permitting conditions are fined by the District. As part of the permitting process, the amount of TAC emissions anticipated from a project's operations are calculated based on the information provided in the project application. If the amount of anticipated TAC emissions constitutes an increase over a permitted baseline (a predetermined amount of TAC emissions that is set by the District for each facility), the District performs a more detailed health screening, which measures the impact of the additional TAC emissions on the surrounding population.

Given changing fuel efficiency and other operational variables, it is difficult to determine fuel throughput for the proposed facility in the future. If the 27 percent staff staffing increase is used as a rough approximation of the increase in future fuel throughput, the current usage would rise to approximately 111,320 gallons of fuel per year in 2030. The BAAQMD would determine whether a health screening would need to be performed with such an increase to ensure that the anticipated TAC emissions do not

result in excess cancer risk of more than ten per one million population. If such an exceedance is anticipated, the District would either require the applicant to install Best Available Control Technology for Toxicants (TBACT) or would deny the facility's Permit to Operate. If some increase in TACs is anticipated but it is below the excess cancer risk discussed above, and if the gas station is within 1,000 feet of a sensitive receptors, the applicant would be required to undergo a public notification process. (As noted, the residences in Bernal Heights, about 1,100 feet to the west, are currently the nearest sensitive receptors to the project site.) Through the permitting and annual inspections process, the District would ensure that the proposed project does not generate a substantial amount of TAC emissions that could affect nearby sensitive receptors.

It is noted that, in general, TACs associated with GDFs have decreased over the years due to more stringent regulations, fuel reformulations, and an increase in the effectiveness of vapor recovery systems. Therefore, it is possible to increase gasoline throughput without increasing the amount of TACs emission anticipated.²⁷ For this reason, the District focuses on TACs through the permitting process rather than exclusively on the anticipated throughput. Given the permitting requirements described above, the relatively low, permitted throughput amount, and because the latest vapor recovery system and other equipment would be used, it is expected that the fueling depot component of the proposed project would result in less-than-significant operational impacts related to TAC emissions.

The emergency generator would be permitted as an emergency standby diesel engine as defined in the CARB Airborne Toxicants Control Measure (ATCM) for Stationary Compression Ignition Engines,²⁸ and would be subject to BAAQMD rules and permitting requirements. Accordingly, the proposed emergency generator would be operated only during an unforeseeable failure of regular electric power supply. The ATCM states an emission standard, which is a CARB emission limit, of 0.15 grams per brake horsepower-hour (g/bhp-hr) for new stationary emergency standby diesel-fueled engines, and limits testing and maintenance operation of engines in this category to no more than 50 hours per year.

The proposed generator would be a Kohler Power Systems Model 400REOZJB diesel-powered generator set, with a John Deere Model 6135HFG84 engine. In accordance with the ATCM requirements stated above, the representative engine model is rated as a United States Environmental Protection Agency (EPA) Emergency Stationary/Tier 3-equivalent engine with a certified emission factor for diesel particulate matter of 0.12 g/bhp-hr. Emergency generators must meet the BAAQMD's Best Available Control Technology diesel particulate matter threshold of 0.15 g/bhp-hr for emergency engines. Accordingly, the emergency generator would have a less-than-significant impact with regard to health risk.

In conclusion, the proposed project would result in less-than-significant air quality impacts.

²⁷ Phone call between Scott Owen, P.E., Supervising Air Quality Engineer, Bay Area Air Quality Management District, and Tania Scheyner, Planning Department, September 17, 2014.

²⁸ California Air Resources Board, Airborne Toxicants Control Measure for Stationary Compression Ignition Engines, 17 Cal. Code Regs. § 93115.6(a)(3)(A)1.c. (May 19, 2011).

Water Quality

The proposed project would not generate substantial additional wastewater or result in discharges that would have the potential to degrade water quality or contaminate a public water supply. Project-related wastewater and stormwater would flow to the City's combined sewer system and would be treated to standards contained in the City's National Pollutant Discharge Elimination System (NPDES) Permit for the Southeast Water Pollution Control Plant prior to discharge. The existing lot is substantially covered by impervious surfaces and the proposed structures would occupy already paved and built-out spaces. With its construction and operation, the proposed project would not result in an increase in the amount of impervious surface area on the site or, in turn, an increase in the amount of runoff and drainage. Additionally, compliance with the Stormwater Management Ordinance (Ordinance No. 83-10) would require the proposed project to maintain or reduce the existing volume and rate of stormwater runoff at the site by retaining runoff onsite, promoting stormwater reuse, and limiting site discharges before entering the combined sewer collection system. Therefore, the proposed project would not substantially alter existing groundwater quality or surface flow conditions, and would result in less-than-significant impacts related to hydrology and water quality.

e) The site can be adequately served by all required utilities and public services.

The project site is located in a well-developed area where all required utilities and public services and facilities are built and available. No expansion of public services or utilities is anticipated. Prior to receiving a building permit, the project would be reviewed by the appropriate City agencies and departments to ensure compliance with City and State fire and building codes related to building standards and fire protection. The proposed project would not result in a substantial increase in intensity of use or demand for utilities or public services that would necessitate any expansion of public utilities or public services.

DISCUSSION OF ENVIRONMENTAL ISSUES:

CEQA Guidelines Section 15300.2 establishes exceptions to the application of a categorical exemption for a project. None of the established exceptions applies to the proposed project.

Guidelines Section 15300.2, subdivision (c), provides that a categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances. As discussed above, the proposed project would not have a significant effect on traffic, noise, air quality and water quality. In addition, the proposed project would not have a significant effect on the environment due to unusual circumstances for other environmental topics, including those discussed below.

CEQA Guidelines Section 15300.2, subdivision (f), provides that a categorical exemption shall not be used for a project that may cause a substantial adverse change in the significance of a historical resource. For the reasons discussed below under "Historic Architectural Resources," there is no possibility that the proposed project would have a significant effect on a historic resource.

Environmental Topics

Geologic Hazards

A Geotechnical Memorandum was prepared for the proposed project.²⁹ The project site is within the former historic channel and/or marshland associated with Islais Creek, and is underlain by artificial fill placed over tidal flats of clay, silt, sand and rock fragments. A geotechnical soil boring to approximately 26-feet in depth in 1998 encountered loose to medium sand, gravelly sand and clayey sand from the surface to 18 feet below the ground surface. These sandy layers are generally loose to medium dense and prone to liquefaction. Underlying these sandy layers is a thick layer of soft and saturated young Bay Mud which has a potential for significant consolidation and settlement under building loads. Groundwater was observed at a depth of six feet below ground surface.

The proposed project would involve onsite excavation to approximately three feet below grade for the foundation system, requiring excavation of approximately 3,400 cubic yards of soil. The building foundation would consist of grade beams on steel torque-down pipe piles that would extend approximately 80 feet into the ground. No pile driving would be required.

The Geotechnical Memorandum states that the proposed project is not located in an Alquist-Priolo Earthquake Fault zone. Additionally, there are no mapped active faults crossing the project site and there is a low risk of surface rupture that could cause damage to the proposed project. However, the proposed project would likely be exposed to strong ground shaking during an earthquake event, which may result in liquefaction, lateral spreading, or seismic ground-failure.

The Geotechnical Memorandum noted that the project site's high groundwater, liquefaction potential, and consolidation of soft, saturated Bay Mud should be addressed and provided design recommendations for the proposed structures for both static and seismic conditions that include design specifications for the EMS facility, parking garage, and torque-down pipe piles. The Geotechnical Memorandum noted that foundation design would have to address high groundwater, liquefaction of loose surficial soil, and consolidation of soft saturated young Bay Mud and provided advantages and disadvantages for various foundation alternatives.

Current construction practices are generally safer than comparable older construction practices due to improvements in building codes and construction techniques. Compliance with applicable codes and recommendations made in project-specific geotechnical analyses would not eliminate earthquake risks, but would reduce them to an acceptable level, given the seismically active characteristics of the Bay Area. The proposed project would be required to conform to the San Francisco Building Code, which ensures the safety of all new construction in the City. Decisions about appropriate foundation and structural design are considered as part of the Department of Building Inspection (DBI) permit review process. DBI would review background information including geotechnical and structural engineering reports to ensure that the security and stability of adjoining properties and the subject property is maintained during and following construction. Therefore, potential damage to structures from geologic hazards on the project site would be addressed through the DBI requirement for a geotechnical report and review of the building permit application pursuant to its implementation of the Building Code.

²⁹ San Francisco Public Works. *Geotechnical Memorandum*. October 20, 2015. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of the Case File No. 2015-011249ENV.

In light of the above, the proposed project would result in less-than-significant impacts related to seismic and geologic hazards.

Hazardous Materials

Soil and Water Contamination.

Properties throughout the City are subject to Article 22A of the Health Code, also known as the Maher Ordinance, where there is potential to encounter hazardous materials (primarily industrial zoning districts and sites with industrial uses or underground storage tanks, historic bay fill, or close proximity to freeways or underground storage tanks). The over-arching goal of the Maher Ordinance, which is administered and overseen by the Department of Public Health (DPH), is to protect public health and safety by requiring appropriate handling, treatment, disposal and when necessary, mitigation of contaminated soils that are encountered in the building construction process. The Maher Ordinance requires the project sponsor to retain the services of a qualified professional to prepare a Phase I Environmental Site Assessment (ESA) that meets the requirements of Health Code Section 22.A.6. A Phase I ESA is used to determine the potential for site contamination and level of exposure risk associated with a proposed project in a Maher area. Based on that information, the project sponsor may be required to conduct soil and/or groundwater sampling and analysis. Where such analysis reveals the presence of hazardous substances in excess of state or federal standards, the project sponsor is required to submit a site mitigation plan (SMP) to the DPH or other appropriate state or federal agency(ies), and to remediate any site contamination in accordance with an approved SMP prior to the issuance of any building permit.

Projects that disturb 50 cubic yards or more of soil that are located on sites with potentially hazardous soil or groundwater are subject to this ordinance. The proposed project, which would involve excavation of approximately 3,400 cubic yards of soil to a depth of about three feet, is on a site that is identified on the Maher Map³⁰ and therefore subject to the Maher Ordinance. The project sponsor has submitted a Phase I ESA documenting the project site's past uses (including as a pipe-cutting facility for the SFFD) and the potential for soil and groundwater contamination.³¹ The project site is listed on eight regulatory agency databases related to the on-site use and storage of hazardous materials and disposal of hazardous wastes. Releases discovered following the removal of one 550-gallon gasoline UST, one 550-gallon diesel UST and one 100-gallon waste oil UST between 1987 and 1998 (beneath the sidewalk on Jerrold Avenue, in front of Fire Station 9) obtained regulatory case closure from DPH in October 2009. The project site has two existing 3,000-gallon USTs located inside Fire Station 9 that are in compliance with regulatory requirements. The project site is not included on the Cortese List (Government Code Section 65962.5).

The Phase I ESA did not identify any off-site contamination that is known to have impacted the project site. However, given the proximity of commercial and industrial land use with known chemical releases in close proximity to the project site, the Phase I ESA could not rule out the possibility of subsurface soil

³⁰ City and County of San Francisco Planning Department. *Expanded Maher Area*, March 2015. Accessible at: http://www.sf-planning.org/ftp/files/publications_reports/library_of_cartography/Maher%20Map.pdf.

³¹ Northgate Environmental Management, Inc. *Phase I Environmental Site Assessment, 2245 Jerrold Avenue, San Francisco, California*. October 6, 2015.

and groundwater contamination at the project site. As noted, the project sponsor would be required to prepare and implement a SMP under the guidance of DPH. The SMP would detail measures for the testing of contaminated soil and groundwater and, if either were encountered, proper remediation of the project site and disposal of contaminated materials such that any threat to public health or the environment would not occur. As such, the proposed project would result in less-than-significant impacts to the environment related to soil or groundwater contamination.

Hazardous Building Materials.

Because the proposed project would involve demolition of two buildings, one constructed around 1938 and one constructed in the 1950s, hazardous building materials such as polychlorinated biphenyls (PCBs), mercury, asbestos and lead-based paint are likely to be present. Demolishing the existing structure could expose workers or the community to hazardous building materials.

Removal and disposal of lead-based paints from the existing building (should it be present) prior to its demolition must comply with Chapter 34, Section 3407 of the San Francisco Building Code, Work Practices for Exterior Lead-Based Paint on Pre-1979 Buildings and Steel Structures. Chapter 34 applies to buildings for which the original construction was completed prior to 1979 (which are assumed to have lead-based paint on their surfaces), where more than ten total square feet of lead-based paint would be disturbed or removed. The Work Practices for Exterior lead-Based Paint contains performance standards, including establishment of containment barriers, at least as effective at protecting human health and the environment as those in the U.S. Department of Housing and Urban Development Guidelines (the most recent Guidelines for Evaluation and Control of Lead-Based Paint Hazards), and identifies prohibited practices that may not be used in disturbance or removal of lead-based paint.

Removal and disposal of asbestos and/or asbestos-containing materials from the existing building (should it be present) prior to its demolition must comply with Section 19827.5 of the California Health and Safety Code, which requires that local agencies not issue demolition or alteration permits until an applicant has demonstrated compliance with notification requirements under applicable federal regulations regarding hazardous air pollutants, including asbestos. The BAAQMD has authority to regulate airborne pollutants, including asbestos, through both inspection and law enforcement, and is to be notified ten days in advance of any proposed demolition or abatement work.

Given the age of the structures to be demolished, a Hazardous Building Material report was prepared for the proposed project that documented the presence of both friable and non-friable asbestos materials, deteriorated lead-based paint, and about 20 fluorescent lights and 40 light tubes with lead sheeting and ballasts (generally assumed to contain mercury).³² The Hazardous Building Material report provides recommendation for the safe removal and disposal of the asbestos- and lead-containing materials, and the recycling of the fluorescent light fixtures. Given these recommendations and required compliance with Section 3407 of the Building Code and Section 19827.5 of the California Health and Safety Code, there

³² Acumen Industrial Hygiene, Inc. *Asbestos, Lead and Hazardous Building Material Survey Report for Rear Storage Sheds, San Francisco Fire Department Station #9, 2245 Jerrold Avenue, San Francisco, CAI.* November, 2015.

would be a less-than-significant impact to public health and safety and the environment with regards to hazardous building materials.

In regards to disposal of demolished materials, note that all materials removed would be transported off-site to a registered processing facility for reuse and recycling in accordance with the City's Construction and Demolition Debris Recovery Ordinance (Ordinance No. 27-06). Furthermore, the Green Building Requirements for City Buildings requires that all construction and/or demolition projects on City-owned facilities and City leaseholds prepare a Construction and Demolition Debris Management Plan that demonstrates how a minimum of 75 percent of the material will be diverted from the landfill. The plan would be prepared and approved prior to commencement of the project. Existing pavement throughout the lot may also be excavated and hauled for disposal.

For the above reasons, the proposed project would result in less-than-significant impacts related to hazardous building materials.

Cultural Resources

Archeological Resources

In regards to potential impacts to archeological resources, the proposed project would require excavation to approximately three feet below the ground surface to accommodate grade beams for the foundation system, and installation of up to 588 piles to a depth of 80 feet. The project site is not within an archeologically sensitive area as identified by the Planning Department's Geographic Information System database. A Preliminary Archeological Review (PAR) conducted for the proposed project determined that impacts to archeological resources would be unlikely with construction of the proposed project because of its location within the historic channel and wetlands of Islais Creek (as opposed to the historic shoreline, where subsurface resources might be encountered).³³ The PAR further notes that there are few historic studies of nearby sites suggesting the presence of archeological resources at the project site, and that it is unlikely there would be deeply buried prehistoric resources in the bay mud underlying the project site. Therefore, it is unlikely that the proposed project would have a significant impact to archeological resources.

Historic Architectural Resources

Because the two structures proposed for demolition are older than 50 years of age, a Historic Resource Evaluation (HRE) was prepared for the proposed project.³⁴ The HRE documented the project site's history, the neighborhood and historic context, the owner/occupant history, and architect/builder of the structures. The HRE determined that neither of the two structures proposed for demolition or Fire Station 9 appear eligible for listing in the California Register of Historical Resources and do not contribute to an identified California Register eligible historic district. The property is not associated with historic events and or any individuals of particular importance. Finally, the structures are not distinctive examples of a

³³ Allison Vanderslice. *Preliminary Archeological Review, 2245 Jerrold Avenue*. November 25, 2015.

³⁴ Carey & Co. Inc. *Historic Resource Evaluation, 2245 Jerrold Avenue, San Francisco, California*. September 9, 2015.

style, the work of a master, or architecturally significant in any other respect. In its review of the HRE, the Planning Department's Historic Preservation Team concurred with the HRE's determination that the two buildings to be demolished "are not eligible for listing in the National Register of Historic Places (NRHP) and the California Register of Historical Resources (CRHR), and are not historic resources."³⁵ Therefore, the proposed project would not have a significant impact to historic architectural resources.

For the above reasons, the proposed project would not result in a significant impact to cultural resources.

PUBLIC NOTICE AND COMMENT:

On November 18, 2015, the Planning Department mailed a "Notification of Project Receiving Environmental Review" to community organizations, tenants of the affected property and properties adjacent to the project site, and those persons who own property within 300 feet of the project site. The comment period was from November 20 to December 4, 2015. Only one response to the notification was received. The response generally supported the project site as the location for the proposed project and asked to be included for any future notifications.

CONCLUSION:

The proposed project satisfies the criteria for exemption under the above-cited classification(s). In addition, none of the CEQA Guidelines Section 15300.2 exceptions to the use of a categorical exemption applies to the proposed project. For the above reasons, the proposed project is appropriately exempt from environmental review.

³⁵ Justin Greving, San Francisco Planning Department, *Memo Re 2015-011249ENV*. December 7, 2015.

OFFICE OF THE MAYOR
SAN FRANCISCO



EDWIN M. LEE

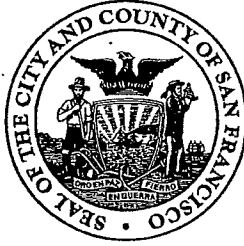
TO: Angela Calvillo, Clerk of the Board of Supervisors
FROM: *for* Mayor Edwin M. Lee *EL*
RE: Public Health and Safety General Obligation Bonds
DATE: December 15, 2015

Attached for introduction to the Board of Supervisors is a resolution determining and declaring that the public interest and necessity demand the construction, acquisition, improvement and betterment of critical community health, emergency response and safety, and animal care facilities for earthquake safety and the payment of related costs necessary or convenient for the foregoing purposes; finding that the estimated cost of \$350,000,000 for such improvements is and will be too great to be paid out of the ordinary annual income and revenue of the City and County and will require incurring bonded indebtedness; finding that a portion of the proposed bond is not a project under the California Environmental Quality Act ("CEQA") and adopting findings under CEQA, CEQA Guidelines, and San Francisco Administrative Code Chapter 31 for the remaining portion of the proposed bond; finding the proposed bond is in conformity with the priority policies of Planning Code Section 101.1(b) and with the General Plan consistency requirement of Charter Section 4.105 and Administrative Code Section 2A.53; and waiving the time limits set forth in Administrative Code Section 2.34.

I respectfully request that this item be calendared in the Special Budget & Finance Committee meeting on January 11th, 2016.

Should you have any questions, please contact Nicole Elliott (415) 554-7940.

BOARD of SUPERVISORS



City Hall
1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco 94102-4689
Tel. No. 554-5184
Fax No. 554-5163
TDD/TTY No. 554-5227

January 6, 2016

File No. 151275

Sarah Jones
Environmental Review Officer
Planning Department
1650 Mission Street, 4th Floor
San Francisco, CA 94103

Dear Ms. Jones:

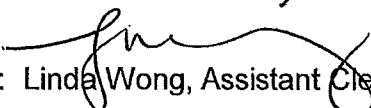
On December 15, 2015, Mayor Lee introduced the following legislation:

File No. 151275

Resolution determining and declaring that the public interest and necessity demand the construction, acquisition, improvement and betterment of critical community health, emergency response and safety, and animal care facilities for earthquake safety and the payment of related costs necessary or convenient for the foregoing purposes; finding that the estimated cost of \$350,000,000 for such improvements is and will be too great to be paid out of the ordinary annual income and revenue of the City and County and will require incurring bonded indebtedness; finding that a portion of the proposed bond is not a project under the California Environmental Quality Act ("CEQA") and adopting findings under CEQA, CEQA Guidelines, and San Francisco Administrative Code, Chapter 31, for the remaining portion of the proposed bond; finding the proposed bond is in conformity with the priority policies of Planning Code, Section 101.1(b) and with the General Plan consistency requirement of Charter, Section 4.105, and Administrative Code, Section 2A.53; and waiving the time limits set forth in Administrative Code, Section 2.34.

This legislation is being transmitted to you for environmental review.

Angela Calvillo, Clerk of the Board


By: Linda Wong, Assistant Clerk

Attachment

c: Joy Navarrete, Environmental Planning
Jeanie Poling, Environmental Planning

Not a project under CEQA Sections 15378 and 15060(c)(2) because it does not result in a physical change in the environment.
1/16/16
M. Wong

1 [General Obligation Bonds - Public Health and Safety - Estimated Cost of \$350,000,000]

2
3 **Resolution determining and declaring that the public interest and necessity demand**
4 **the construction, acquisition, improvement and betterment of critical community**
5 **health, emergency response and safety, and animal care facilities for earthquake safety**
6 **and the payment of related costs necessary or convenient for the foregoing purposes;**
7 **finding that the estimated cost of \$350,000,000 for such improvements is and will be**
8 **too great to be paid out of the ordinary annual income and revenue of the City and**
9 **County and will require incurring bonded indebtedness; finding that a portion of the**
10 **proposed bond is not a project under the California Environmental Quality Act**
11 **("CEQA") and adopting findings under CEQA, CEQA Guidelines, and San Francisco**
12 **Administrative Code, Chapter 31, for the remaining portion of the proposed bond;**
13 **finding the proposed bond is in conformity with the priority policies of Planning Code,**
14 **Section 101.1(b) and with the General Plan consistency requirement of Charter,**
15 **Section 4.105, and Administrative Code, Section 2A.53; and waiving the time limits set**
16 **forth in Administrative Code, Section 2.34.**

17
18 WHEREAS, The City and County of San Francisco (the "City") owns and operates a
19 number of facilities and maintains infrastructure whose primary purpose is to provide critical
20 public health and emergency services for City residents and businesses; and

21 WHEREAS, The City has determined that many of such public health facilities and
22 infrastructure are deteriorating and seismically inadequate to ensure public health and safety
23 in the event of an earthquake occurring in or near the City; and

24 WHEREAS, The Working Group on California Earthquake Probabilities (a collaborative
25 effort of the United States Geological Survey (the "U.S.G.S."), the California Geological

1 Society and the Southern California Earthquake Center) estimates a 72% chance that one or
2 more earthquakes of a magnitude of 6.7 or larger will occur in the Bay Area in the next 30
3 years; and

4 WHEREAS, The U.S.G.S. predicts that a magnitude 7.5 earthquake occurring today on
5 the Hayward Fault would likely cause hundreds of deaths and significant property damage,
6 with estimates as high as \$200 billion; and

7 WHEREAS, A large magnitude earthquake would damage critical City public health
8 facilities and infrastructure, thereby compromising the capacity of health care workers and first
9 responders, including fire and police personnel, to respond effectively; and

10 WHEREAS, The Public Health and Safety (the "Bond") will provide funding for critical
11 public health and safety facilities as further described below; and

12 WHEREAS, With adequate funding the City can make essential seismic retrofits and
13 improvements at the Zuckerberg San Francisco General Hospital and Trauma Center campus
14 and neighborhood clinic, including but not limited to the modernization of fire response
15 systems and the renovation of the Southeast Health Center (collectively the "Public Health
16 Project"), and

17 WHEREAS, With adequate funding the City can renovate and seismically upgrade the
18 San Francisco Fire Department Ambulance Deployment Facility, which includes the
19 construction of a modern, seismically safe ambulance and paramedic deployment facility
20 (collectively, the "Safety Project"); and

21 WHEREAS, With adequate funding the City can construct an Animal Care and Control
22 Shelter in Mission Bay a Public Safety Building, which includes the construction of seismically
23 safe building to care for displaced animals and prevent the spread of communicable diseases
24 in the event of an earthquake (collectively the "Animal Rescue Project"); and

1 WHEREAS, The Board recognizes the need to seismically strengthen and safeguard
2 the City's critical public health, safety and animal care facilities to better secure the health,
3 safety and welfare of City residents; now, therefore, be it

4 RESOLVED, By the Board of Supervisors:

5 Section 1. The Board determines and declares that the public interest and necessity
6 demand the rehabilitation and seismic upgrade of public health and emergency facilities,
7 including making seismic upgrades and improvements to the Zuckerberg San Francisco
8 General Hospital campus, the construction of a new addition to the South East Health Center,
9 the construction of a seismically safe ambulance deployment and emergency medical
10 services facility, and the construction of a seismically safe Animal Care & Control Center, and
11 the payment of related costs necessary or convenient for the foregoing purposes.

12 Section 2. The estimated cost of \$350,000,000 of the Bond is and will be too great to
13 be paid out of the ordinary annual income and revenue of the City, will require an expenditure
14 greater than the amount allowed by the annual tax levy, and will require the incurrence of
15 bonded indebtedness in an amount not to exceed \$350,000,000.

16 Section 3. The Board, having reviewed the proposed legislation, makes the following
17 findings in compliance with the California Environmental Quality Act ("CEQA"), California
18 Public Resources Code, Sections 21000, et seq., the CEQA Guidelines, 15 Cal.
19 Administrative Code, Sections 15000, et seq., ("CEQA Guidelines"), and San Francisco
20 Administrative Code, Chapter 31 ("Chapter 31"). Each of the facilities proposed to be funded
21 with this Bond have been reviewed as required by CEQA. The Environmental Review Officer
22 has determined that the proposed facilities are either exempt from CEQA or have been
23 analyzed in an environmental document and are consistent with such analysis. The Board
24 affirms the determinations, for the reasons set forth in the analyses contained in Board of
25 Supervisors File No. _____, incorporated herein by this reference thereto.

1 Section 4. The Board finds and declares that the proposed Bond is (i) in conformity
2 with the priority policies of Section 101.1(b) of the San Francisco Planning Code, (ii) in
3 accordance with Section 4.105 of the San Francisco Charter and Section 2A.53(f) of the
4 San Francisco Administrative Code, and (iii) consistent with the City's General Plan, and
5 adopts the findings of the Planning Department, as set forth in the General Plan Referral
6 Report dated December __, 2015, a copy of which is on file with the Clerk of the Board in File
7 No. _____ and incorporates such findings by reference.

8 Section 5. The time limit for approval of this resolution specified in Section 2.34 of the
9 San Francisco Administrative Code is waived.

10 Section 6. Under Section 2.40 of the San Francisco Administrative Code, the
11 ordinance submitting this proposal to the voters shall contain a provision authorizing landlords
12 to pass-through 50% of the resulting property tax increases to residential tenants in
13 accordance with Chapter 37 of the San Francisco Administrative Code.

14 Section 7. Documents referenced in this resolution are on file with the Clerk of the
15 Board of Supervisors in File No. _____, which is hereby declared to be a part of
16 this resolution as if set forth fully herein.

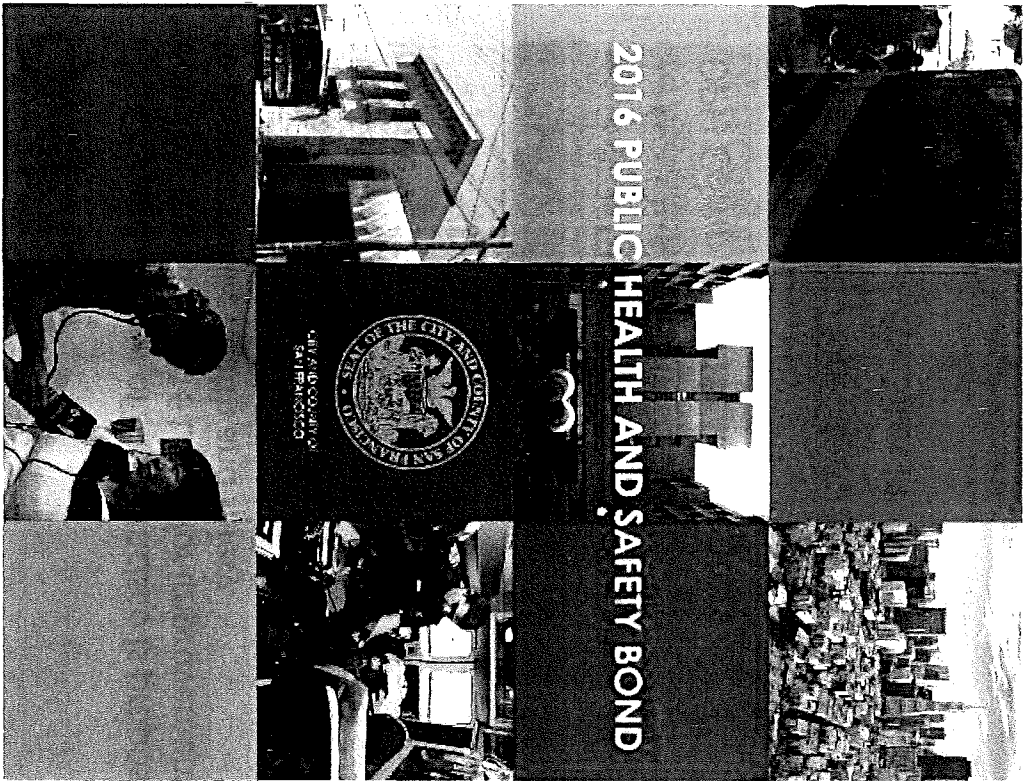
17
18 APPROVED AS TO FORM:
19 DENNIS J. HERRERA
20 City Attorney

21
22 By: _____

23 Mark D. Blake
24 Deputy City Attorney

25 n:\egana\as2015\1600364\01068699.doc

File #151275, 151276
Received in Quarterly
J.M.



2016 Public Health and Safety Bond

Budget and Finance Committee

February 3, 2016



ONE SF
Building Our Future

Overview

The City and County of San Francisco is proposing a \$350 million bond for the June 2016 ballot for improvements to vital City facilities to protect public health and safety.

The bond will improve community medical and mental health care services, modernize and upgrade homeless service sites, and improve earthquake safety, fire, and emergency medical response.

Projects	Budget
Zuckerberg San Francisco General, 1970s-era building	\$222 M
DPH Community Health Centers	\$50 M
Ambulance Deployment Facility and Neighborhood Fire Stations	\$58 M
Homeless Service Sites Program	\$20 M
Total:	\$350 M

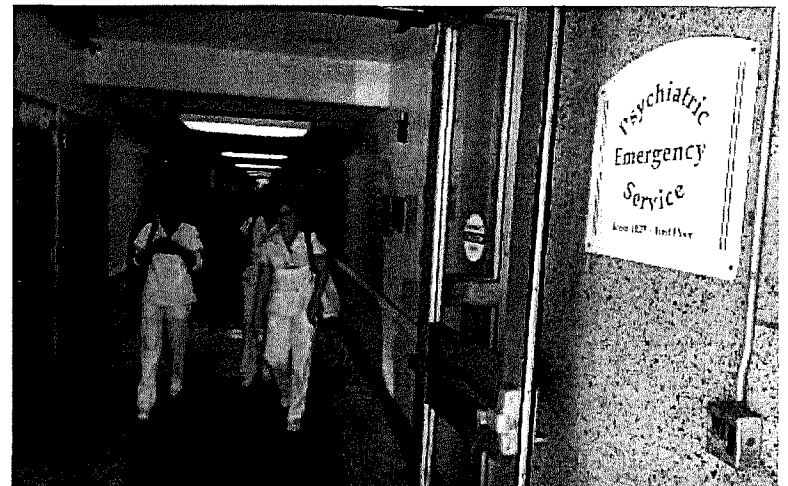


Hospital Schedule and Budget

Existing 1970s-era hospital building

Start construction for seismic work	April 2017
Start construction for fire/life safety, other renovations	June 2018
Construction for seismic work complete* <i>*UC Regents seismic requirement deadline met. UC staff required to be in seismically safe buildings by Oct 2019.</i>	July 2018
Construction for fire/life safety, other renovations complete	Dec. 2019
Budget	\$222 M

Once stabilized, the building will serve as a centralized outpatient center for 580,000 visits per year and will house urgent care and psychiatric emergency services.

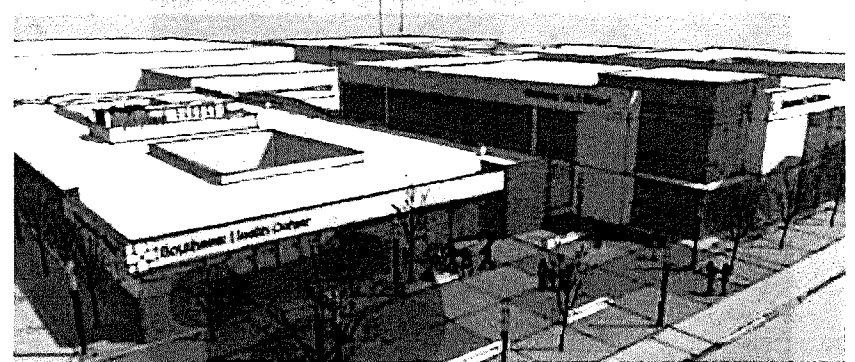


DPH Community Health Centers Renovation and Expansion

- **Renovates and expands the Southeast Health Center** to accommodate more patients and implement a family-centered model of care, with primary care and behavioral health services located in the same place
- Improves the City's high-demand community health centers with the **expansion of access to mental health**, urgent care, substance abuse, dental and social services

The San Francisco Health Network clinics had 266,000 primary care visits and 232,000 specialty care visits last year.

Southeast Health Center is one of the SF Health Network's busiest clinics.



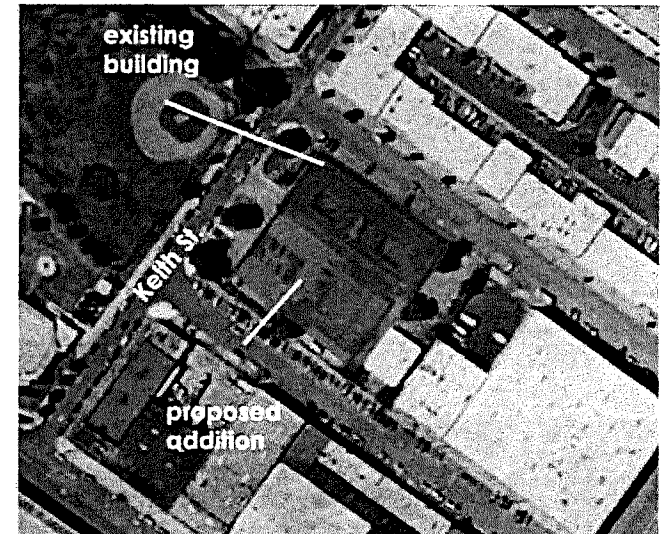
DPH Community Health Centers Schedule and Budget

Southeast Health Center

Start construction for renovation	June 2016
Construction for renovation complete; move in	April 2017
Start construction for addition	Jan. 2018
Construction for addition complete; move in	May 2019
Budget	\$30 M

Other Clinics

Start planning and design	Nov. 2016
Start construction	May 2018
Complete construction*; move-in	Nov. 2019 –
<i>*phase construction occurs at multiple sites</i>	May 2020
Budget	\$20 M



Ambulance Deployment Facility

- Construct a modern, seismically-safe ambulance deployment facility
- Ensure the ambulance dispatch facility remains operational after a major earthquake
- **Improve emergency medical response**



San Francisco Fire Department Ambulance Deployment Facility

Start construction	Oct. 2018
Construction complete	Jan. 2021
Move in	March 2021
Budget	\$44 M



Neighborhood Fire Stations

- Make urgently needed repairs and modernizations to neighborhood fire stations across the City
- Build on the Earthquake Safety and Emergency Response (ESER) bond program

San Francisco Fire Department Neighborhood Fire Stations

Start planning and design	Nov. 2016
Start construction	May 2017
Complete construction	May 2021
Budget	\$14 M



Homeless Service Sites Priorities

- **Improve and expand services** delivered at homeless service sites in San Francisco
- Create a **safer and healthier environment** for residents and staff in City-owned shelters
- **Improve efficiency and efficacy of street outreach,** medical and mental health, and stabilization case management services

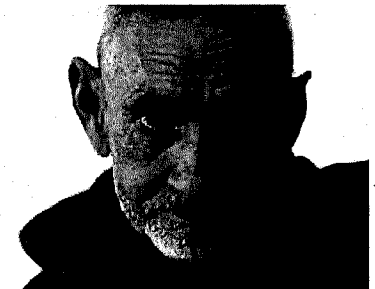
The City-owned shelters at 1001 Polk and 525- 5th St. are the largest shelters in the adult system and represent 57% of the permanent shelter system capacity.



Homeless Service Sites Capital Scope

- **Address health and safety deficiencies**, including life safety system repairs and ADA improvements, in City-owned shelters serving homeless families and individuals
- **Create a centralized deployment facility for the SF Homeless Outreach Team** to improve the coordination and delivery of services to severely disabled persons living on the street
- **Expand innovative models**, such as the wraparound, client-centered services delivered at the Navigation Center

San Francisco's Navigation Center is a one-stop complex -- the first of its kind in the nation, where guests can sleep while they are routed into housing, rehabilitation, employment and other services crucial to keeping people off the streets.



Homeless Service Sites Budget and Examples

Homeless Service Sites Programs (examples)

- Shelter repairs and renovation
- SF Homeless Outreach Team Deployment Facility
- Service site transformation

Homeless Service Sites Budget

Start planning and design	Nov. 2016
Start construction	May 2017
Complete construction	Nov. 2022
Budget	\$20 M



2016 Public Health and Safety Bond

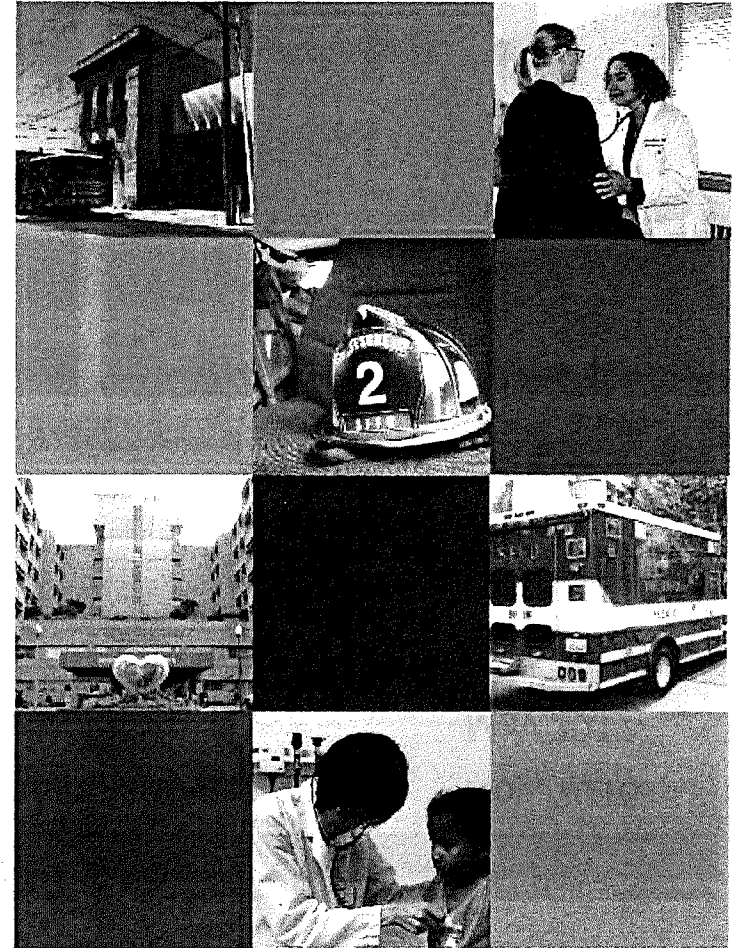
General Timeline

- Budget and Finance Committee Feb. 3, 2016
- Board of Supervisors Feb. 9 and Feb. 23, 2016
- Election June 7, 2016

Webpage

sfpublicworks.org/publichealthbond

Questions?



San Francisco
Department of Public Health



San Francisco
Human Services Agency

