San Francisco Planning

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STREAMLINED REVIEW FOR INFILL PROJECTS

Case No.:	**2022-001407ENV, 2700 45th Avenue (United Irish Cultural Center)**
Zoning:	NC-2 (Neighborhood Commercial, Small Scale) 100-A Height and Bulk District
Prior EIR:	San Francisco Housing Element 2022 Update EIR
Block/Lot:	2513/026
Lot Size:	16,120 square feet
Project Sponsor:	Dane Bunton, Studio BANAA, 510.612.7758
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A. Project Description

Existing Project Site and Uses

The project site at 2700 45th Avenue is located in San Francisco's Parkside neighborhood. The project site (Assessor's Block 2513, Lot 026) is a 16,120-square-foot, rectangular-shaped corner parcel on the northwest corner of the block bound by 45th Avenue to the west, Wawona Street to the north, 44th Avenue to the east, and Sloat Boulevard to the south. The San Francisco Zoo is approximately one block away, across Sloat Boulevard, and Ocean Beach and the Pacific Ocean are four blocks away to the west. The project site is located within a quarter mile of the Great Highway, Sloat Boulevard, and Skyline Boulevard/California State Route 35. The L-Taraval Muni light rail and Muni 23-Monterey bus lines run within a quarter mile of the project site. The project site is located within the NC-2-Small Scale Neighborhood Commercial zoning district. The site has a permitted floor area ratio (FAR) of 2.5. It is within the 100-A Height and Bulk district, the Scenic Streets Special Sign district and the Sunset Chinese Cultural district.

The site is presently developed with an existing 21,263-square-foot, 35-foot-tall (to the top of the roof ridgeline), three-story United Irish Cultural Center (Irish Center) building, which was constructed in 1975 and covers approximately 70 percent of the parcel. The Irish Center is a nonprofit corporation that provides various aspects of Irish culture, San Francisco Irish history, and event space to the local community. The existing structure contains several facilities, including a ballroom and several meeting spaces and offices, a library, restaurant space (currently vacant), and catering kitchens. The Irish Center hosts large events, which attract approximately 400 people to the site, about four times a year. Smaller events, such as workshops, performances, and sporting events, as well as ongoing programming, such as summer camp sessions, occur

more frequently throughout the year and host an average of 30 people (although attendance varies widely depending on the specific event).

There are 12 off-street parking spaces located in an on-site parking lot at the rear of the building, accessed via an approximate 23-foot-wide curb cut along Wawona Street. There is one approximately 30-foot-long passenger loading zone in front of the existing building entrance on 45th Avenue. There are also three street trees along the 45th Avenue sidewalk, and seven street trees adjacent to the building and parking lot along Wawona Street. The eastern perimeter of the parking lot includes nine brick planters.

Project Characteristics

The project would demolish the existing building and construct a new 91-foot-tall, six-story-over-two-basement-levels building containing approximately 129,540-gross-square-feet of mixed-use cultural/institutional/educational uses with office, restaurant, recreational/fitness facilities, and event space. **Table 1,** Project Description, below presents a summary of the existing and proposed project characteristics. Plans associated with the proposed project are provided in Attachment A.

Table 1: Project Description

	EXISTING	PROPOSED	NET CHANGE
GENERAL			
Number of Building(s)	1	1	0
Building Stories	3	6	3
Building Height (feet-inches)	35	91	56
LAND USE			
Cultural, Institutional or Educational (gsf)	18,163	97,730	+79,567
Restaurant/Bar (gsf)	1,200	15,040	+13,840
Office (gsf)	1,900	8,831	+6,931
OTHER			
Class 1 Bicycle Parking Spaces	0	42 spaces	+42 spaces
Class 2 Bicycle Parking Spaces	0	44 spaces	+44 spaces
Vehicular Parking Spaces	13 spaces	54 spaces	+ 41 spaces
Car Share Parking Spaces	0	2 spaces	+2 spaces
Passenger Loading (on 45th Avenue)	30-foot-wide white zone	90-foot-wide dual-use zone	+60 feet
Passenger Loading (on Wawona Street)	n/a	1 80-foot wide dual-use zone	+80 feet
Curb Cuts/Driveway Width (on Wawona Street)	1 23-foot-wide	1 10-foot-wide	-13 feet

An approximately 39,200-gross-square-foot two-level **basement** with a mezzanine would provide 54 vehicle parking spaces and two standard accessible vehicle parking spaces, 42 Class 1 bicycle parking spaces, trash rooms and an electrical/solar meter room on the first level. The second level of the basement would include a swimming pool and community/recreation facilities.

Above the basement, the project would provide six levels of mixed-use commercial, office, and institutional space. The **first floor** would provide three points of pedestrian entry along the building's 45th Avenue frontage, including a public entry, a members-only entry, and a restaurant entry. The first floor would also contain a lobby, two reception areas and a coat closet along with a 1,720-square-foot Irish shop and café , a 1,210-square-foot digital gallery, restrooms, a 3,140-square-foot restaurant with a 260-square-foot stage area, a 160-square-foot bar area, a 640-square-foot commercial kitchen with a 570-square-foot restaurant dry storage space, a 80-square-foot office space, mechanical, electrical and storage space, and a delivery space, also accessed from the building's Wawona Street frontage, with an adjoining interior 270-square-foot vestibule space .

The **second floor** would provide a 5,810-square-foot St. Patricks' Room banquet hall with an adjoining 850-square-foot retractable stage surrounded by three backstage areas and a 690-square-foot warming kitchen. On this floor would also be a 99-person theater with a 310-square-foot stage area, a 1,090-square-foot bar with bar seating and a 570-square-foot deck, restrooms, storage and mechanical space.

The **second-floor mezzanine** level would mostly be open space to the floor below but would also allow for additional seating for the St. Patrick's Room in a 3,310-square-foot area. There would also be a 630-square-foot green room for performer use, restrooms, storage and mechanical space.

The **third floor** would house four art galleries for a total of approximately 5,900 square feet, a library with two reading rooms (one for research) totaling 2,620 square feet, a 200 square foot librarian's office, a 1,080-square-foot reception/lobby area, a 1,010-square-foot children's play room, an approximately 100-square-foot kitchenette, restrooms, storage and mechanical space, a 50-square-foot janitor's closet, a 610-square-foot balcony and a 1,310-square-foot garden/deck area.

The **fourth floor** would provide a lobby area, 2,530 square feet of non-profit use and 2,940 square feet of administrative office space, 2,540 square feet of flexible classroom and dance studio space, a 310 square-foot conference room, a 1,038 square-foot children's classroom, restrooms, storage and mechanical space, and a 310-square-foot deck.

The **fifth floor** would have a 5,290-square-foot gym, two exercise studios totaling 1,100 square feet, a 1,290 square-foot café with tables and chairs, a 280-square-foot physical therapy area, two locker rooms with showers, lockers and bathrooms, a 260-square-foot lounge, storage and mechanical space, and a 210-square-foot balcony.

The **sixth floor** would provide a roof deck with 1,130 square feet for two outdoor dining areas, a fire pit table and 1,570 square feet of restaurant seating, a 1,270 square foot commercial kitchen, a 1,320 square foot lounge with seating area, a 1,328 square foot green roof and children's garden, two bars and two cold rooms, a 1,580 square foot member's lounge, and restrooms and storage areas.

The project would provide approximately 6,000 square feet of shared open space, distributed amongst decks, balconies, a garden and outdoor dining areas.

Event Uses and Staffing

Once constructed, the Irish Center would continue to host a range of events in the proposed three larger event rooms and in smaller rooms throughout the building. In general, future event types and programming would

be similar to those currently held at the existing facility, although events would be held more frequently, as discussed below.

Smaller meetings, classes, workshops, and similar programs (of around 30 people) would occur regularly throughout the year, potentially weekly or multiple times a week. Large events, attracting upwards of 400 people and utilizing one or more of the three larger event rooms, would occur approximately four times a month. During the larger events, the Irish Center would use valet services, with parking facilities provided in the basement. Overflow parking demand would be met along Sloat Boulevard near the zoo, as such events would typically occur in the evening hours after the zoo is closed and street parking is more widely available.

To be able to accommodate large events, the new structure would increase capacity of the existing event spaces by a total of approximately 227 people in a theater seating configuration (from 690 people to 917 people), and by 98 people in a table seating configuration (from 358 people to 456 people). Theater seating refers to chairs in rows, used for a minority of events, while table refers to banquet-style events with tables. Most events would be table-style events.

The proposed project would employ a total of approximately 45 permanent employees, which would consist of 25 to 30 employees to support cultural/institutional/educational uses and approximately 15 employees to support other uses, such as non-profit offices and café/restaurant/bar uses. In addition, approximately 5 to 7 temporary employees would be hired to support smaller events and approximately 10 to 12 temporary employees would be hired to support larger events.

Parking and Loading

The project would provide a yellow curb approximately 45-feet-long adjacent to an approximate 36-foot-long parallel parking area west of the garage entry on Wawona Street, and a hybrid white and yellow curb approximately 90-feet-long along the building frontage on 45th Avenue. The hybrid white/yellow curb on 45th Avenue is intended for passenger loading (white curb) during the Irish Center's business hours, and for commercial loading (yellow curb) during hours outside of the Irish Center's operations (approximately 10 p.m. to 7 a.m.). Additional streetscape improvements along Wawona Street would include 52 Class 2 bicycle parking spaces, two PG&E transformer vaults, one new 10-foot curb cut for access to the first level basement parking garage, and a sidewalk bulb-out with two new curb ramps at the corner of Wawona Street and 45th Avenue. Additional proposed streetscape improvements along 45th Avenue would also include sidewalk uplighting on both the 45th Avenue and Wawona sides of the building, and removal of the existing power pole on the corner of 45th and Wawona (with electric utilities to be diverted underneath the sidewalk). Street trees would also be planted along both 45th Avenue and Wawona Street sidewalks.

Project Construction

The proposed construction is estimated to last approximately 20 months. The proposed project has been accepted for priority processing pursuant to Director's Bulletin No. 2 for Type 3, Clean Construction projects. Pursuant to this program, the project sponsor has committed to using Tier 4 engines on all diesel-fueled

construction equipment.[1] The proposed foundation would consist of conventional spread footings or a mat foundation, potentially coupled with the use of drilled piers and/or retaining walls for additional support. The maximum depth of excavation would be approximately 52 feet below grade (if drilled piers are used to support the foundation) or 40 feet below grade if drilled piers are determined not to be necessary. Total area of excavation would be approximately 16,120 square feet for a total volume of 19,860 cubic yards.

Project Approvals

The proposed 2700 45th Avenue project would require the following approvals:

Actions by the Board of Supervisors

- Approval of Planning Code and zoning map amendments to establish a Special Use District to allow for modification of Planning Code requirements regarding uses and use categories, floor area ratio, rear yard setbacks, and bulk.

Actions by the Planning Commission

- Adoption of findings with the recommendation of the Recreation and Park Commission, that net new shadow on San Francisco Zoo would not be adverse
- Recommendation to the San Francisco Board of Supervisors to approve Planning Code and zoning map amendments adopting a special use district and associated zoning map amendments
- Approval of a Conditional Use Authorization for the construction on large lot and use size exceedance.

Actions by Department of Building Inspection

- Approval of building permits

Actions by the Recreation and Park Commission

- Recommendation to the Planning Commission that net new shadow on San Francisco Zoo would not be adverse

Actions by the Department of Public Works

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

Actions by the Department of Public Health

- Approval of Phase I environmental site assessment report and site mitigation plan, if necessary, pursuant to Maher Ordinance
- Issuance of well permit(s) for dewatering and soil boring

1 San Francisco Planning Department, *Application for Priority Application Processing, 2700 45th Avenue*, April 4, 2022. Project-specific studies prepared for the 2700 45th Avenue project are available for review on the San Francisco Property Information Map, which can be accessed at https://sfplanninggis.org/PIM/. Individual files can be viewed by clicking on the Planning Applications link, clicking the "More Details" link under the project's environmental case number 2022-001407ENV and then clicking on the "Related Documents" link.

Actions by San Francisco Public Utilities Commission

- Approval of a stormwater control plan

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

B. Streamlining for Infill Projects Overview

California Public Resources Code Section 21094.5 and CEQA Guidelines Section 15183.3 provide~~s~~ a streamlined environmental review process for eligible infill projects by limiting the topics subject to review at the project level where the effects of infill development have been previously addressed in a planning level environmental impact report (EIR) or by uniformly applicable development policies.[2] Further review of the effects of an eligible infill project is not required under CEQA under two circumstances. First, if an effect was addressed as a significant effect in the prior EIR for a planning level decision,[3] then that effect need not be analyzed again for an individual infill project, even when that effect was not reduced to a less than significant level in the prior EIR. Second, an effect need not be analyzed, even if it was not analyzed in a prior EIR or is more significant than previously analyzed, if the lead agency makes a finding that uniformly applicable development policies or standards, adopted by the lead agency or a city or county, apply to the infill project and would substantially mitigate that effect. Depending on the effects addressed in the prior EIR and the availability of uniformly applicable development policies or standards that apply to the eligible infill project, the streamlined environmental review would range from a determination that no further environmental review is required to a narrowed, project-specific environmental document.

Pursuant to CEQA Guidelines Section 15183.3, an eligible infill project is examined in light of the prior EIR to determine whether the infill project will cause any effects that require additional review under CEQA. The evaluation of an eligible infill project must address the following:

(1) whether the project satisfies the performance standards of Appendix M of the CEQA Guidelines;
(2) the degree to which the effects of the infill project were analyzed in the prior EIR;
(3) an explanation of whether the infill project will cause new specific effects[4] not addressed in the prior EIR;
(4) an explanation of whether substantial new information shows that the adverse effects of the infill project are substantially more severe than described in the prior EIR; and

2 Uniformly applicable development policies are policies or standards adopted or enacted by a city or county, or by a lead agency, that reduce one or more adverse environmental effects.

3 Prior EIR means the environmental impact report certified for a planning level decision, as supplemented by any subsequent or supplemental environmental impact reports, negative declarations, or addenda to those documents.

4 A new specific effect is an effect that was not addressed in the prior EIR and that is specific to the infill project or the infill project site. A new specific effect may result if, for example, the prior EIR stated that sufficient site-specific information was not available to analyze the significance of that effect. Substantial changes in circumstances following certification of a prior EIR may also result in a new specific effect.

(5) if the infill project would cause new specific effects or more significant effects than disclosed in the prior EIR, the evaluation shall indicate whether uniformly applied development standards substantially mitigate[5] those effects.

No additional environmental review is required if the infill project would not cause any new site-specific or project-specific effects or more significant effects, or if uniformly applied development standards would substantially mitigate such effects.[6]

Infill Project Eligibility

The proposed project at 2700 45th Avenue would contain mixed-use cultural/institutional/educational uses with office, restaurant, recreational/fitness facilities, and event space. While the project would be classified as an "institutional" use under the Planning Code (specifically, as a "community facility"), the underlying uses are similar to commercial uses. Specifically, the predominant uses of the proposed project would be event space, recreational/fitness facilities, and restaurant/bar/café uses. The Planning Code classifies a commercial use as "a land use with the sole or chief emphasis on making financial gain[7] Although the Irish Center would continue to operate as a non-profit organization, the majority of the proposed uses would function similarly to a commercial use – for example, offering food, drink, exercise and health, cultural, and event services to the public for a fee. Because the proposed project uses would function similarly to a commercial use – and the for-profit versus non-profit distinction is not relevant for the purposes of CEQA – the proposed project would meet the criteria of a commercial project for purposes of this streamlined review. Therefore, for purposes of project's eligibility pursuant to Appendix M performance standards, Table 3b, Commercial Projects would apply to the proposed project. As shown below, the proposed project meets the performance standards for all applicable criteria.

To be eligible for the streamlining procedures prescribed in CEQA Guidelines section 15183.3, an infill project must meet criteria specified in subsection b (listed below). As explained, the proposed project at 2700 45th Avenue satisfies these criteria and is therefore considered an eligible infill project.

a) *The project site must be located in an urban area on a site that either has been previously developed or that adjoins existing qualified urban uses on at least seventy-five percent of the site's perimeter.*

   The project site is located within an urban area and has been previously developed. According to historical Sanborn maps, the project site has been developed since approximately 1975 with the current three-story rectangular building and an adjoining asphalt-paved parking lot.

b) *The proposed project must satisfy the performance standards provided in Appendix M of the CEQA Guidelines.*

5 More significant means an effect will be substantially more severe than described in the prior EIR. More significant effects include those that result from changes in circumstances or changes in the development assumptions underlying the prior EIR's analysis. An effect is also more significant if substantial new information shows that: (1) mitigation measures that were previously rejected as infeasible are in fact feasible, and such measures are not included in the project; (2) feasible mitigation measures considerably different than those previously analyzed could substantially reduce a significant effect described in the prior EIR, but such measures are not included in the project; or (3) an applicable mitigation measure was adopted in connection with a planning level decision, but the lead agency determines that it is not feasible for the infill project to implement that measure.

6 Substantially mitigate means that the policy or standard will substantially lessen the effect, but not necessarily below the levels of significance.

7 San Francisco Planning Code, Section 102. *https://codelibrary.amlegal.com/codes/san_francisco/latest/sf_planning/0-0-0-17783*, accessed on July 15, 2023.

The proposed project satisfies the applicable performance standards provided in Appendix M of the CEQA Guidelines. The Appendix M performance standards that apply to the proposed project are discussed below. As noted, the project site is not included on any list compiled pursuant to Section 65962.5 of the Government Code (i.e., the "Cortese" list), the project site is located within one-half mile of at least 1,800 dwelling units, and the proposed project would include on-site renewable power generation in the form of a photovoltaic system.

c) *The proposed project is consistent with the general use designation, density, building intensity, and applicable policies specified in the Sustainable Communities Strategy.*

Plan Bay Area is the current Sustainable Communities Strategy and Regional Transportation Plan that was adopted by the Metropolitan Transportation Commission (MTC) and Association of Bay Area Governments (ABAG) in July 2013, in compliance with California's governing greenhouse gas reduction legislation, Senate Bill 375.[8] To be consistent with Plan Bay Area, a proposed project must be located within a Priority Development Area (PDA) or must meet all of the following criteria:

- Conform with the jurisdiction's General Plan and Housing Element;
- Be located within 0.5 miles of transit access;
- Be 100% affordable to low- and very-low income households for 55 years; and
- Be located within 0.5 miles of at least six neighborhood amenities.

The project site is located within the Sunset Corridors PDA; therefore, the project is consistent with the general use designation, density, building intensity, and applicable policies specified in Plan Bay Area.

Plan-Level Environmental Impact Report

For purposes of this Streamlined Review for Infill Projects document, the analysis considers the impacts of the proposed 2700 45th Avenue project relative to those described in the San Francisco Housing Element 2022 Update EIR (Housing Element EIR).[9] The Housing Element EIR is a comprehensive programmatic document that presents an analysis of the environmental effects of implementation of the housing element, which is a planning level decision. The Housing Element EIR evaluated the physical impacts on the environment that could result from adoption and implementation of the housing element update, which established goals, policies, and actions to address existing and future housing needs, including the regional housing targets allocated to San Francisco by regional agencies for the 2023–2031 cycle.

The Housing Element is a plan-level document that primarily focused on infill development throughout the City that is residential in nature; however, it also acknowledged that other non-residential uses that support residential uses would continue to be implemented. While the Housing Element EIR did not analyze project-specific environmental impact of any individual project, as part of its underlying assumptions, it considered certain building typologies associated with future development as well as increases in the number of residents and jobs over time. The Housing Element assumed that residential neighborhoods would be interspersed with

8 California Legislative Information, Senate Bill 375, September 30, 2008. Available: https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=200720080SB375, Accessed July 2023.

9 City and County of San Francisco, Planning Department Case No. 2019-016230ENV and State Clearinghouse No. 2021060358, San Francisco Housing Element 2022 Update. Available at: https://sfplanning.org/environmental-review-documents?title=&field_environmental_review_categ_target_id=212&items_per_page=10. Accessed: May 5, 2023.

commercial and institutional uses that would be compatible with and supported by the surrounding residential uses.

As discussed below, the project at 2700 45th Avenue would be generally consistent with the types of uses that were anticipated on the site as part of the Housing Element. Moreover, the proposed project would provide land uses that are compatible with the already present mixed-use character of the neighborhood. The surrounding neighborhood includes variety of land uses, including residential, restaurant, motel, retail, and the Zoo. The proposed project would provide restaurant, bar, and office uses along with a private and public community facility that includes a ballroom, library, gym, classrooms, theater, and art gallery, and restaurant, bar, and administrative office spaces.

This Streamlined Review for Infill Projects document concludes that the proposed project at 2700 45th Avenue: (1) is eligible for an infill streamlining exemption; (2) the effects of the infill project were analyzed in the Housing Element 2022 Update EIR and applicable mitigation measures from the EIR have been incorporated into the proposed project (through adoption of a Mitigation Monitoring and Reporting Program); (3) the proposed project would not cause new specific effects that were not already addressed in the Housing Element EIR; and (4) there is no substantial new information that shows that the adverse environmental effects of the infill project are more significant than described in the prior EIR. Therefore, no further environmental review is required for the project and this document comprises the full and complete CEQA evaluation necessary for the proposed project.

Potential Environmental Effects

The Housing Element EIR included analyses of environmental issues, including: land use and planning, aesthetics, population and housing, greenhouse gas emissions, recreation, public services, biological resources, geology and soils hydrology and water quality, hazards and hazardous materials, energy, cultural and tribal cultural resources, transportation and circulation, noise and vibration, air quality, wind, shadow, utilities and service systems, and paleontological resources. The project site's community center-related uses were assumed as part of the Housing Element since those uses already exist on-site and the proposed project would continue and expand those uses. Moreover, as noted in the transportation section below, the transportation analysis that was prepared for the Housing Element considered potential population and job increases in transportation analysis zone (TAZ) 99, the TAZ in which the project site is located. The increase of jobs associated with cultural, institutional and educational (CIE) uses was estimated to be 43 for this TAZ. Since TAZ 99 does not contain any other CIE-related uses, this jobs increase could therefore be attributed to the proposed project. Moreover, the proposed use is permitted on the site pursuant to the City's Planning Code and the proposed building would be of scale and construction-type within the range of building typologies studied in the Housing Element EIR for future development projects.

The proposed project would be consistent with all relevant requirements and standards of the Planning Code, pending the approval of the Wawona Street and 45th Avenue Cultural Center Special Use District (SUD) and would be generally consistent with objectives and policies of the Housing Element. While the center's programming would have a focus on preserving and reflecting the history of the Irish community, the center would continue to enhance the community life of Outer Sunset residents by providing a space for all types of reactional, educational, and civic activities. The proposed project would also expand the existing community facility's ability to serve the neighborhood with additional neighborhood-serving retail uses, job

opportunities, and business opportunities. Additionally, the proposed project would reinforce and enhance the nearby neighborhood-serving commercial corridor by introducing additional patrons to the area.

Table 2, below, summarizes impact determinations that were made in the Housing Element EIR. As further discussed in this document, the proposed infill project would not result in adverse environmental effects that are more significant than were identified in the Housing Element EIR. Additionally, the proposed project would not result in new specific environmental effects that were not previously identified. The portions of the Housing Element EIR containing the analysis that would be applicable to a typical infill project's environmental effects are cited in each respective topic section in section E of this document. Applicable mitigation measures identified in the Housing Element EIR are incorporated into the proposed project, as discussed below.

Table 2: Summary of Housing Element EIR Impact Determinations by Topic

Significance Determination	Resource Topic
Not Applicable or No Impact	Noise and Vibration (operational groundborne vibration; airport/airstrip related items); Utilities and Service Systems (natural gas facilities and separate sewer systems); Biological Resources (conservation plans); Geology and Soils (septic tanks or alternative wastewater disposal systems; unique geological features; fault rupture); Hazards and Hazardous Materials (airports; wildland fire); Agriculture and Forestry Resources; Mineral Resources; and Wildfire
Less than Significant	Land Use and Planning; Aesthetics; Population and Housing; Transportation (hazards, accessibility, VMT, parking); Air Quality (air quality plan, operational criteria pollutants); Noise and Vibration (cumulative construction vibration); Greenhouse Gas Emissions; Recreation (increased use); Utilities and Service Systems (compliance with laws); Biological Resources; Geology and Soils (all except paleontological resources); Hydrology and Water Quality; Hazards and Hazardous Materials; and Energy.
Less than Significant with Mitigation	Cultural Resources (archeological resources, including human remains); Tribal Cultural Resources; Noise and Vibration (construction vibration, except cumulative); Air Quality (construction criteria pollutants); Recreation (construction or expansion); Utilities and Service Systems (electric power or telecommunications); Public Services; and Geology and Soils (paleontological resources).
Significant and Unavoidable with Mitigation	Cultural Resources (historical resources); Transportation (public transit, loading); Noise and Vibration (construction noise, operational noise); Air Quality (operation criteria air pollutants, toxic air contaminants); Wind; Shadow; and Utilities and Service Systems (wastewater or stormwater, wastewater treatment capacity).
Significant and Unavoidable	Transportation (construction) and Utilities and Service Systems (water supply).

The Housing Element EIR identified feasible mitigation measures to address significant impacts related to cultural and tribal cultural resources, noise and vibration, air quality, wind, shadow, recreation, utilities and service systems, public services, geology and soils, and transportation. Section E of this Streamlined Review for Infill Projects document (Evaluation of Environmental Effects) discusses the applicability of each mitigation

measure from the Housing Element EIR and identifies uniformly applicable development standards that would reduce environmental effects of the project. Table 3, below, summarizes those mitigation measures identified in the Housing Element EIR that would apply to the proposed project.

Table 3: Applicable Housing Element 2022 Update EIR Mitigation Measures

Mitigation Measure	Applicability	Compliance
Project Mitigation Measure M-CR-1 (implements Housing Element EIR Mitigation Measure M-CR-2a): Procedures for Discovery of Archeological Resources for Projects Involving Soil Disturbance (implements HE EIR Mitigation Measure M-CR-2a)	Applicable: the project site has moderate to high sensitivity for surface and buried prehistoric resources and proposed excavation could damage or destroy unknown subsurface archeological resources.	The Planning Department has conducted a Preliminary Archeological Review. The project sponsor has agreed to follow procedures for discoveries of archeological resources made in the absence of an archeologist and discoveries made during archeological monitoring or testing.
Project Mitigation Measure M-CR-2 (implements Housing Element EIR Mitigation Measure M-CR-2c): Archeological Testing Program	Applicable: the project site has moderate to high sensitivity for surface and buried prehistoric resources and proposed excavation could damage or destroy unknown subsurface archeological resources.	The project sponsor has agreed to retain the services of an archeologist from the planning department's list of qualified archeological consultants to develop and implement an archeological testing program.
Project Mitigation Measure M-TCR-1 (implements Housing Element EIR Mitigation Measure M-TCR-1): Tribal Cultural Resources Education	Applicable: the project site has moderate to high sensitivity for surface and buried Native American resources.	The project sponsor has agreed to consult with a Native American representative regarding any identified Native American archeological resources.
Project Mitigation Measure M-TR-1 (implements Housing Element EIR Mitigation Measure M-TR-4a): Parking Maximums and Transportation Demand Management	Applicable: the proposed project would contribute considerably to the significant cumulative transit delay impacts.	The project sponsor is proposing reduced parking as compared to what is allowed under the Planning Code and has agreed to implement various other TDM measures.
Project Mitigation Measure M-NO-1 (implementing Housing Element EIR Mitigation Measure M-NO-1): Construction Noise Control	Applicable: temporary construction noise from the use of heavy equipment would be generated.	The project sponsor has agreed to develop and implement a set of noise attenuation measures during construction.
Project Mitigation Measure M-WI-1 (implementing Housing Element EIR Mitigation Measure M-WI-1a): Wind Minimization	Applicable: the project is located in an area that could have wind hazard criterion exceedances	The project sponsor has conducted a wind analysis and has agreed to implement additional recommendations proposed therein.

Project Mitigation Measure M-WI-2 (implementing Housing Element EIR Mitigation Measure M-WI-1b): Landscape Maintenance	Applicable: the project is located in an area that could have wind hazard criterion exceedances	The project sponsor has agreed to maintain landscaping such that it would continue to provide wind attenuation.

As discussed below in Section E, below, none of the other mitigation measures identified in the Housing Element EIR would be applicable to the proposed project. Please see Attachment B, Mitigation Monitoring and Reporting Program (MMRP) for the complete text of the applicable mitigation measures. With implementation of these mitigation measures and uniformly applicable development standards, the proposed project would not result in significant impacts beyond those analyzed in the Housing Element EIR.

Project Eligibility Under Appendix M Performance Standards

The proposed project satisfies the applicable performance standards of Appendix M of the CEQA Guidelines. Requirements outlined in Table 4, below, are applicable to all projects to be eligible for streamlined environmental review. Requirements outlined in Table 5, below, are based on proposed project type and correspond to Appendix M, Section IV, Subsection B (Commercial/Retail), as explained above under Infill Project Eligibility.

All other applicability requirements included in Appendix M of Section IV are not applicable to the proposed project as it does not propose residential, transit, school, or small walkable community project uses. A small amount of office uses is proposed as part of the project; however, pursuant to Appendix M, Section IV, Subsection G, "where a project includes some combination of residential, commercial and retail, office building, transit station, and/or schools, the performance standards in this Section that apply to the predominant use shall govern the entire project." Therefore, for purposes of applicability requirements of Appendix M, the performance standards for commercial projects are applied to the proposed project.

Table 4: Performance Standards Related to Project Design (Applicable to all Projects) To be eligible for infill streamlining, a project must meet all of three criteria below.	
	1. Does the non-residential infill project include a renewable energy feature? If so, describe below. If not, explain below why it is not feasible to do so.
☒	**The proposed project would include on-site renewable power generation in the form of a photovoltaic system to partially off-set operational electric loads of the project. It would be located on the roof.**
	2. If the project site is included on any list compiled pursuant to Section 65962.5 of the Government Code, either provide documentation of remediation or describe the recommendations provided in a preliminary endangerment assessment or comparable document that will be implemented as part of the project.
☒	**The project site is not listed on any list complied pursuant to Section 65962.5 of the Government Code. The proposed project is subject to Article 22A of the San Francisco Health Code, also known as the Maher Ordinance, which is administered and overseen by the Department of Public Health (DPH). In compliance with the Maher Ordinance, the proposed project would be required to remediate potential soil contamination in accordance with Article**

	22A of the Health Code.
☐	3. If the infill project includes residential units located within 500 feet, or such distance that the local agency or local air district has determined is appropriate based on local conditions, of a high-volume roadway or other significant source of air pollution, describe the measures that the project will implement to protect public health. Such measures may include policies and standards identified in the local general plan, specific plans, zoning code or community risk reduction plan, or measures recommended in a health risk assessment, to promote the protection of public health. Identify the policies or standards, or refer to the site-specific analysis, below. **Not applicable because the proposed project does not include residential units.**

Table 5: Commercial Projects To be eligible for infill streamlining, a commercial project with a single building floor-plate below 50,000 square feet must meet one of the following criteria. See Attachment C for definitions and other terms.	
☐	The project site located within a low vehicle travel area, as defined in Appendix M? **The proposed project does not meet this criterion.**
☒	The project site is within one-half mile of 1,800 dwelling units. **According to the City's Enterprise Addressing System (EAS), the Planning Department's official source for addresses, there are 3,249 units with ½ a mile of the project site. Therefore, the proposed project would meet this criterion.**

Project Specific Studies

The following project-specific studies were prepared and/or reviewed to determine if the project would result in any significant environmental impacts that were not identified in the Housing Element EIR:

Historical resources evaluation, part 1	Greenhouse gas analysis checklist
Historical resources evaluation response	Wind analysis
Archeology review	Shadow analysis
Transportation site circulation review	Geotechnical report
Noise impact analysis	Phase 1 environmental site assessment

C. Project Setting

Site Vicinity

As noted above, the project site is located in San Francisco's Parkside neighborhood, within a quarter mile of the Great Highway, Sloat Boulevard, and Skyline Boulevard/California State Route 35. The San Francisco Zoo is located one block to the south, and Ocean Beach and the Pacific Ocean are located four blocks to the west. The project site is primarily flat, with a gentle grade sloping to the west.

The parcels south and southeast of the project site are with the NC-2 (Neighborhood Commercial) District, while the parcels east of the project site are within the RM-2 (Residential, Mixed) District. North and east of the project block, parcels are within the RH-1 (Residential, House) District, while the parcels in the blocks west of

the project site are located in the NC-2 District. The block the project site is on, as well as those to the west, are within the 100-A height and bulk district, while north and east of the project site is within the 40-X height and bulk district.

Existing development in the vicinity of the project site to the west consists of neighborhood commercial, including the existing Sloat Garden Center west of the project site, a café south of the project site, and a hotel to the southeast of the project site, ranging in height from one- to two-stories. East of the project site are three-story residential buildings. North of the project site is primarily one-story residential uses. South of the project site, across Sloat Boulevard, is the San Francisco Zoo.

Cumulative Setting

CEQA Guidelines section 15130(b)(1) provides two methods for cumulative impact analysis: the "list-based approach" and the "projections-based approach". The list-based approach uses a list of projects producing closely related impacts that could combine with those of a proposed project to evaluate whether the project would contribute to significant cumulative impacts. The projections-based approach uses projections contained in a general plan or related planning document to evaluate the potential for cumulative impacts. This project-specific analysis employs both the list-based and projections-based approaches, depending on which approach best suits the resource topic being analyzed.

The Housing Element EIR's geographic scope is the entire City and County of San Francisco, which includes project site. The EIR evaluated impacts on the environment that could result from the adoption and implementation of the housing element update. The cumulative impact analysis provided in this initial study uses projections from the Housing Element EIR for certain topics, such as population and housing.

The cumulative analysis for certain localized impact topics (e.g., cumulative shadow and wind effects) uses the list-based approach. The following is a list of reasonably foreseeable projects within the project vicinity (approximately one-quarter mile) that are included:

- **2700 Sloat Boulevard (Case Number 2021-012382ENV):** The proposed project would demolish the existing Sloat Garden Center consisting of a commercial building, display areas, storage, and parking lot and construct a new residential development with ground floor commercial/retail and a basement. According to the most recent project application that was considered for purposes of cumulative impact analysis (April 2023), the project proposes a 50-story building with 712 residential units, a 31,075 square-foot fitness center and spa, 21,864 square feet of community facility, 15,302 square feet of retail space, 212 carshare parking spaces, and 327 bicycle parking spaces. The planning department has determined this recent application is incomplete and does not meet the requirements of the planning code and state density bonus law, so there is uncertainty regarding this project. Nonetheless, for the purposes of this environmental review, this project is considered in the cumulative impact analysis as proposed.
- **San Francisco Zoo Recycled Water Pipeline (SFPUC, San Francisco Zoo) (Case Number 2021-006486ENV):** The San Francisco Zoo Recycled Water Pipeline Project would convert the current groundwater supply and distribution system to a recycled water supply and distribution system, except for end uses that need to be converted to potable water (e.g., drinking water for animals). Recycled water would replace groundwater currently used to supply various uses including irrigation, cleaning and replenishment of surface water bodies, animal exhibit washdown and pool refilling, and

general cleaning. A new recycled water pipeline would be installed connecting the zoo's groundwater reservoir to the existing Westside Enhanced Recycled Water Project distribution line. The project would also include a series of small retrofits including signage installation and tagging of fixtures. This project does not include landscaping, irrigation system retrofits, or cross-connection testing.

- **Great Highway Pilot Project (Case Number 2022-007356ENV):** The Great Highway Pilot Project authorized a three-year pilot study using the Upper Great Highway between Lincoln Way and Sloat Boulevard as a car-free promenade on weekends, holidays, and Friday afternoons until 2025.
- **Sloat Boulevard Quick Build Project (Case Number 2023-004188PRJ):** The Sloat Quick-Build Project would upgrade pedestrian crossings, add a two-way protected bikeway, improve accessibility, and consider other measures to reduce vehicle speeds while keeping traffic moving on Sloat Boulevard between the Great Highway and Skyline Boulevard. The two-way protected bikeway would be located on the south side of Sloat Boulevard. Bus boarding islands, painted safety zones at unsignalized intersections, and parking and loading changes near the San Francisco Zoo would also be installed.

D. Summary of Environmental Effects

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

☐ Land Use and Land Use Planning	☐ Greenhouse Gas Emissions	☐ Geology and Soils
☐ Population and Housing	☒ Wind	☐ Hydrology and Water Quality
☒ Cultural Resources	☐ Shadow	☐ Hazards and Hazardous Materials
☒ Tribal Cultural Resources	☐ Recreation	☐ Mineral Resources
☒ Transportation and Circulation	☐ Utilities and Service Systems	☐ Energy Resources
☒ Noise	☐ Public Services	☐ Agriculture and Forestry Resources
☐ Air Quality	☐ Biological Resources	☐ Wildfire

E. Evaluation of Environmental Effects

This Streamlined Review for Infill Projects document was prepared to examine the proposed project in light of a prior EIR to determine whether the project would cause any effects that require additional review under CEQA. As noted above, the prior EIR for this project is the programmatic Environmental Impact Report for San Francisco Housing Element 2022 Update. The Housing Element EIR identified environmental impacts as summarized in Table 2, above. Mitigation measures identified in the Housing Element EIR are discussed under each topic area, and measures that are applicable to the proposed project are shown in the attached Mitigation, Monitoring and Reporting Plan (Attachment B).

The proposed project would include demolition of the existing building and construction of a new 129,540-gross-square-foot, six-story over two-level basement, mixed-use cultural/institutional/educational building with 100,560 square feet of cultural/commercial/retail use and 8,830 square feet of office use. As discussed below in this initial study, the effects of the proposed infill project have already been analyzed and disclosed in the Housing Element EIR and are not substantially greater than previously analyzed.

CEQA Section 21099

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

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

As documented in the project-specific transportation study, the proposed project meets each of the above three criteria and thus, this checklist does not consider aesthetics or parking in determining the significance of project impacts under CEQA.[10]

E.1 Land Use and Land Use Planning

Housing Element Land Use and Planning Findings

The Housing Element EIR land use and planning findings are discussed in the EIR on pages 4.1-19 through 4.1-24. The EIR determined that future development consistent with the housing element update would not create any new physical barriers in established communities. Future development consistent with the housing element update would generally be required to be consistent with applicable zoning, height and bulk district, and land use designations. Future actions consistent with the housing element update would be required to adhere to all applicable environmental regulations and therefore would not be expected to conflict with plans, policies, or regulations adopted for the purpose of avoiding or mitigating environmental effects. Based on this, the Housing Element EIR found impacts to land use and land use planning to be less than significant.

Project Analysis

		Not Analyzed in the Prior EIR			
Topics:	*Analyzed in the Prior EIR*	*No Impact*	*Substantially Mitigated by Uniformly Applicable Development Policies*	*Less than Significant or Less than Significant with Mitigation Incorporated*	*Significant Impact*
Would the project:					
a) Physically divide an established community?	☒	☐	☐	☐	☐
b) Cause a significant physical environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☒	☐	☐	☐	☐

10 Kittelson & Associates, *Transportation Study, United Irish Cultural Center, 2700 45th Avenue, Case No. 2022-001407ENV*, July 2023.

E.1.a) The proposed project would not result in the construction of a physical barrier to neighborhood access or the removal of an existing means of access as it would replace an existing structure with a new larger building that would be constructed within established lot boundaries. The proposed project would not alter the established street grid or permanently close any streets or sidewalks. Therefore, the proposed project would not physically divide an established community.

E.1.b) Land use impacts could be considered significant if the proposed project would conflict with a mandated plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental impact. The determination as to whether a conflict with a land use plan, policy, or regulation is significant under CEQA is based on whether that conflict would result in a significant physical environmental impact.

Plans, policies, and regulations adopted for the purpose of avoiding or mitigating an environmental effect are those that directly address environmental issues and/or contain targets or standards that must be met in order to maintain or improve characteristics of the City's physical environment. Examples of such plans, policies, or regulations include the Bay Area Air Quality Management District's Bay Area Air Quality Management District 2017 Clean Air Plan and the San Francisco Regional Water Quality Control Board's San Francisco Basin Plan.

The proposed project is in the Small-Scale Neighborhood Commercial zoning district, which allows for community facilities and commercial and retail uses. The proposed project and its proposed uses are consistent with the general plan and the planning code and most of the proposed uses currently exist on the project site. As part of project approvals, a zoning text and map amendment would be undertaken to establish a Special Use District on the project site. This Special Use District would accommodate exceptions to the planning code involving permitted uses, floor area ratio, required rear yard setback, and bulk. The proposed project would not be expected to conflict with any plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect as the proposed project would continue to be subject to all such applicable regulations.

For these reasons, the project would not result in impacts related to conflicts with land use plans, policies, or regulations adopted for the purpose of mitigating an environmental effect, and no mitigation would be required.

Cumulative

Cumulative development in the project vicinity (within a quarter-mile radius of the project site) includes projects for which the planning department has a project application on file. Nearby cumulative development projects, including the proposed project at 2700 Sloat Avenue, may require temporary closure of streets and sidewalks; however, all construction within San Francisco is required to comply with *Regulations for Working in San Francisco Streets*, which would maintain safe access through the community. Further, upon completion of construction activities, cumulative projects would not be expected to physically divide an established community by constructing a physical barrier to neighborhood access or removing a means of access.

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

Conclusion

Based on the above, the proposed infill project would not have a new peculiar significant impact not previously identified in the Housing Element EIR related to land use and land use planning, nor a more severe adverse significant impact due to substantial new information. No project-specific mitigation measures or additional environmental review is required for this topic.

E.2 Population and Housing

Housing Element Population and Housing Findings

The Housing Element EIR population and housing findings are discussed in the EIR on pages 4.1-73 through 4.1-78. The EIR found that increases in population in San Francisco are forecasted to continue through 2050, and that implementation of the housing element update would not directly induce substantial unplanned population growth but, rather, would address an existing need for housing and plan for future housing demand in San Francisco. The housing element update is the City's proposed plan to accommodate anticipated growth, and, as such, would not induce unplanned population growth. Implementation of the housing element update would reduce both direct and indirect displacement compared to the environmental baseline and, therefore, would not be expected to displace substantial numbers of existing people or housing units necessitating the construction of replacement housing.

Project Analysis

		Not Analyzed in the Prior EIR			
Topics:	*Analyzed in the Prior EIR*	*No Impact*	*Substantially Mitigated by Uniformly Applicable Development Policies*	*Less than Significant or Less than Significant with Mitigation Incorporated*	*Significant Impact*
Would the project:					
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☒	☐	☐	☐	☐
b) Displace substantial numbers of existing people or housing units necessitating the construction of replacement housing?	☒	☐	☐	☐	☐

E.2.a) The project would demolish the existing 21,263-square-foot, 35-foot-tall, three-story United Irish Cultural Center building and construct a new 91-foot-tall, six-story over two-basement level building with approximately 129,540-gross-square-foot of mixed-use cultural/institutional/educational uses with office, restaurant, recreational/fitness facilities, and event space. As discussed in the Project Description, the proposed project would employ a total of approximately 45 permanent employees, which would consist of 25 to 30 employees to support cultural/institutional/educational uses and approximately 15 employees to support other uses, such as non-profit offices and café/restaurant/bar uses. In addition, approximately 5 to 7

temporary employees would be hired to support smaller events and approximately 10 to 12 temporary employees would be hired to support larger events.

The Association of Bay Area Governments (ABAG) prepares projections of employment and housing growth for the Bay Area. The latest projections were prepared as part of Plan Bay Area 2050, adopted by ABAG and the Metropolitan Transportation Commission in 2021. ABAG's growth projections anticipate that by 2050 San Francisco will have approximately 918,000 employees.[11]

The project's cultural/institutional/educational uses, fitness center, restaurant/bar/café and office space would contribute to growth that is projected by ABAG. As part of the planning process for Plan Bay Area, San Francisco identified *priority development areas*, which are areas where new development will support the day-to-day needs of residents and workers in a pedestrian-friendly environment served by transit. The project site is located within a priority development area (Sunset Corridors);[12] thus, it would be implemented in an area where new population and employment growth is both anticipated and encouraged.

The project would also be located in a developed urban area with available access to necessary infrastructure and services (transportation, utilities, schools, parks, hospitals, etc.). Since the project site is located in an established urban neighborhood and is not an infrastructure project, it would not indirectly induce substantial population growth. The physical environmental impacts resulting from employment growth generated by the project are evaluated in the relevant resources topics in this Streamlined Review for Infill Projects document.

E.2.b) The proposed project would not displace any residents or housing units because no housing units currently exist on the project site. Therefore, the proposed project would have no direct impact related to the displacement of housing units or people and would not necessitate the construction of replacement housing elsewhere that could result in physical environmental effects.

Cumulative Analysis

The cumulative context for the population and housing topic is the City and County of San Francisco. The proposed project would provide mixed-use cultural/institutional/educational uses with office, restaurant, recreational/fitness facilities, and event space, which would result in increases in population (jobs). As discussed above, ABAG projects that by 2050 San Francisco will have 918,000 employees.[13,14] According to 2020 census information (based on 2020 data) San Francisco's population is 873,965 with 720,508 employees. As of the third quarter of 2022, approximately 68,348 net new housing units are in the development pipeline, i.e.,

11 Metropolitan Transportation Commission and Association of Bay Area Government, Plan Bay Area 2050: The Final Blueprint: Growth Pattern: Projected Household and Job Growth, By County: San Francisco. Updated January 21, 2021. Available online at: https://www.planbayarea.org/sites/default/files/FinalBlueprintRelease_December2020_GrowthPattern_Jan2021Update.pdf. Accessed: April 26, 2023.

12 Metropolitan Transportation Commission, Priority Development Areas (Plan Bay Area 2050). Available online at: https://opendata.mtc.ca.gov/datasets/priority-development-areas-plan-bay-area-2050/explore?location=37.899147%2C-122.289021%2C8.81. Accessed: April 26, 2023.

13 Metropolitan Transportation Commission and Association of Bay Area Government, Plan Bay Area 2050: The Final Blueprint: Growth Pattern: Projected Household and Job Growth, By County: San Francisco. Updated January 21, 2021. Available online at: https://www.planbayarea.org/sites/default/files/FinalBlueprintRelease_December2020_GrowthPattern_Jan2021Update.pdf. Accessed January 4, 2023.

14 Population is estimated based on the total number of households projected as part of the Plan Bay Area 2050 multiplied by the citywide average persons per household from the U.S. Census for San Francisco County, currently 2.34 persons per household. Available online at: https://www.census.gov/quickfacts/sanfranciscocountycalifornia. Accessed January 4, 2023.

are either under construction, have building permits approved or filed, or applications filed, including remaining phases of major multi-phased projects.[15] The pipeline also includes projects with land uses that would result in an estimated 76,841new employees.[16] As shown in **Table 6** below, cumulative employment growth is below the ABAG projections for planned growth in San Francisco. Therefore, the proposed project in combination with citywide development, would not be expected to result in significant cumulative environmental effects associated with inducing unplanned population growth or displacing substantial numbers of people or housing, necessitating the construction of replacement housing elsewhere.

Table 6: Citywide Employee Pipeline Projections as Compared to ABAG 2050 Projections

Data Source	Employees
2022 Q3 Development Pipeline	76,841
2020 Census	720,508
Cumulative Total Population/Jobs	797,349
ABAG 2050 Projections	918,000
Pipeline Development within ABAG 2050 Projection? (Y/N)	**Y**; Cumulative development within planned growth

[1] References to information presented in this table are included in the text above.

Conclusion

The proposed project would contribute a small portion of the growth in employment anticipated for San Francisco as a whole under Plan Bay Area. The project's incremental contribution to this anticipated growth would not result in a significant individual or cumulative impact related to population and housing. As discussed above, the proposed infill project would not have a new peculiar significant impact not previously identified in the Housing Element EIR related to population and housing, nor a more severe adverse significant impact due to substantial new information. No project-specific mitigation measures or additional environmental review is required for this topic.

E.3 Cultural Resources

Housing Element Cultural Resources Findings

The Housing Element EIR cultural resource findings are discussed in the EIR on pages 4.2-78 through 4.2-127. The EIR found that future development could cause a substantial adverse change in the significance of a historical resource. Mitigation measures M-CR-1a through M-CR-1l would reduce this significant impact. However, the Housing Element EIR found that demolition of built-environment historic resources or alteration in an adverse manner could still occur because the design of future development is uncertain and it is unknown whether mitigation measures can be implemented; therefore, this impact was found to be significant and unavoidable with mitigation. The EIR also found that future development consistent with the

15 Data SF. SF Development Pipeline 2022 Q3. Available online at: https://sfplanning.org/project/pipeline-report#current-dashboard. Accessed January 4, 2023.

16 Data SF. SF Development Pipeline 2022 Q3. Available online at: https://sfplanning.org/project/pipeline-report#current-map-and-data-set. Accessed January 4, 2023.

housing element update could cause a significant impact to archeological resources and human remains if they are encountered during construction activities. However, mitigation measures M-CR-2a through M-CR-2d and M-TCR-1 would reduce these impacts to a less than significant level.

Project Analysis

		Not Analyzed in the Prior EIR			
Topics:	*Analyzed in the Prior EIR*	*No Impact*	*Substantially Mitigated by Uniformly Applicable Development Policies*	*Less than Significant or Less than Significant with Mitigation Incorporated*	*Significant Impact*
Would the project:					
a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5, including those resources listed in article 10 or article 11 of the San Francisco *Planning Code*?	☒	☐	☐	☐	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☒	☐	☐	☐	☐
c) Disturb any human remains, including those interred outside of formal cemeteries?	☒	☐	☐	☐	☐

E.3.a) Pursuant to CEQA Guidelines sections 15064.5(a)(1) and 15064.5(a)(2), historical resources are buildings or structures that are listed, or are eligible for listing, in the California Register of Historical Resources or are identified in a local register of historical resources, such as Articles 10 and 11 of the San Francisco Planning Code. The following discussion regarding historical resources at the project site is based on a Part I Historic Resource Evaluation completed for the building at 2700 45th Avenue and the planning department's response[17,18]

The project site consists of a three-story rectangular building constructed in 1975 and an adjoining asphalt-paved parking lot at the rear of the building on the east side. The Part I Historic Resource Evaluation (HRE) for the building was completed in December 2021, and concluded that the existing building on the site is not eligible for listing in the California register, largely because it lacks architectural significance.[19] Planning department staff subsequently issued the Part I Historic Resource Evaluation Response in October 2022, concurring with the Part I HRE's determination that the property at 2700 45th Avenue is not eligible for listing in the California register—not individually, as a stand-alone historic district, or as a district contributor. Therefore, no historical resources are located on the project site. In addition, the project site is not directly

17 Ver Planck Historic Preservation Consulting, Historical Resource Evaluation Part 1, United Irish Cultural Center, 2700 45th Avenue, December 13, 2021.

18 San Francisco Planning Department, Historic Resource Evaluation Response, 2700 45th Avenue, October 25, 2022.

19 Ibid

adjacent to any known historical resources. The nearest historic resources are the following two landmarks: the Doggie Diner Sign, which is located approximately 110 feet to the south of the project site in the median along Sloat Boulevard, and the Mother's Building, which is located approximately 340 feet to the southwest within the San Francisco Zoo property. In addition, the nearest historic district to the project site, the Mid-century Recreation Historic District (discontiguous), is located approximately 1,000 feet to the northeast of the project site along Wawona Street and 41st Avenue, and approximately 2,000 feet to the southeast near the intersection of Skyline and Lake Merced boulevards. Therefore, demolition of the existing structure on the project site and its replacement with a larger building would be less than significant and the proposed project would not contribute to the significant historic resource impacts identified in the Housing Element EIR; thus, no historic resource mitigation measures would apply to the proposed project.

E.3.b) A project-specific preliminary archeological assessment was conducted for the proposed project. The results of this assessment are described in this section. Project construction would require excavation to a maximum depth of 40 feet below grade (approximately 52 feet below grade if drilled piers are used to support the foundation) over an area of approximately 16,120 square feet, for a total disturbance of 19,860 cubic yards of soil. A preliminary archeological review was performed by a planning department staff archeologist to determine the potential for encountering archeological resources during project construction. The review determined that, although no archeological resources have been recorded in the project area, the project site has moderate to high sensitivity for surface and buried prehistoric resources. In addition, the project site has potential for prehistoric resources and low potential for historical resources based on available data. The dune sand is sensitive for surface and buried Native American resources. The preliminary archaeological review indicates that historical maps and aerial photographs from the twentieth century shows that development was not present where the project site is located until the existing building was constructed in 1975. Therefore, historic-period archaeological resources from the nineteenth century occupation of 45th Avenue are not likely present at the project site.

The project site is underlain by poorly graded brown (dune) sand, and potentially fill in the southern part of the project parcel.[20] As noted above, dune sand is sensitive for surface and buried Native American resources. An excavation of 40 to 52 feet in depth would extend into the dune sand (and potential fill) underlying the project site and could damage or destroy unknown subsurface archeological resources, causing a significant impact on these resources if present. Implementation of **Project Mitigation Measure M-CR-1, Procedures for Discovery of Archeological Resources for Projects Involving Soil Disturbance** (implementing Housing Element EIR Mitigation Measure M-CR-2a) would be required and establishes a set of procedures to be followed for discoveries of archeological resources made in the absence of an archeologist and discoveries made during archeological monitoring or testing. Implementation of **Project Mitigation Measure M-CR-2, Archeological Testing Program** (implementing Housing Element Mitigation Measure M-CR-2c), would require the project sponsor to retain the services of an archeologist from the planning department's list of qualified archeological consultants to develop and implement an archeological testing program. With implementation of project mitigation measures M-CR-1 and M-CR-2, the impact on archeological resources would be reduced to a less-than-significant level. The proposed project would have a less-than-significant impact with mitigation incorporated on archaeological resources and previously unknown human remains.

20 H. Allen Gruen, *Geotechnical Investigation: Planned Development at 2700 45th Avenue, San Francisco, California*, September 23, 2021.

E.3.c) Archeological resources may include human burials. Human burials outside of formal cemeteries often occur in prehistoric or historic period archeological contexts. The potential for the proposed project to affect archeological resources, which may include human burials, is addressed above under E.3.b. Furthermore, the treatment of human remains and of associated or unassociated funerary objects must comply with applicable state laws. This includes immediate notification to the county coroner (San Francisco Office of the Chief Medical Examiner) and, in the event of the coroner's determination that the human remains are Native American, notification of the California Native American Heritage Commission, which shall appoint a most likely descendant.[21]

Cumulative Analysis

As discussed above, the proposed project would have a less-than-significant impact on historic architectural resources and would not have the potential to contribute to any cumulative impacts related to this topic. The cumulative context for archeological resources and human remains is generally site-specific; however, a potentially significant cumulative archeological impact could occur if two projects could combine in a way that could significantly impact the same known or potential resource. The 2700 Sloat Boulevard, which is located across the street from the project site, has the potential to impact the same known or potential archeological resources as the proposed project. For this reason, the proposed project, in combination with cumulative projects, has the potential to result in a significant cumulative impact to archeological resources. The proposed project's contribution to such impact could be cumulatively considerable. However, with implementation of Project Mitigation Measures M-CR-1 and M-CR-2, the proposed project's contribution to this impact would be reduced to a less than significant level. For these reasons, with mitigation measures incorporated, the proposed project, in combination with other cumulative projects, would not result in a cumulatively considerable impact on archeological resources or human remains.

Conclusion

Based on the above, the proposed infill project would not have a new peculiar significant impact not previously identified in the Housing Element EIR related to cultural resources, nor a more severe adverse significant impact due to substantial new information. Project Mitigation Measures M-CR-1 and M-CR-2 would apply to the proposed project to reduce project-specific and cumulative impacts related to archeological resources. Therefore, no additional environmental review is required for this topic.

E.4 Tribal Cultural Resources

Housing Element Tribal Cultural Resources Findings

The Housing Element EIR tribal cultural resources findings are discussed in the EIR on pages 4.3-20 through 4.3-27. Based on tribal consultation conducted for the housing element update, Mitigation Measure M-TCR-1 was developed to require notification of Native American tribal representatives regarding environmental review of future development under the proposed action. If consultation is requested by a Native American tribal representative, Mitigation Measure M-TCR-1 specifies that consultation regarding archeological tribal cultural resources shall focus on, but not be limited to, opportunities for tribal representatives to provide input

21 California Public Resources Code section 5097.98

on the treatment and interpretation of archeological resources and participate in archeological treatment if so desired.

Based on previous tribal cultural resources consultation undertaken for the Housing Element EIR, mitigation measures M-CR-2a, M-CR-2b, M-CR-2c, and M-CR-2d require that tribal representative be afforded the opportunity to consult on development of archeological investigation plans, participate in implementation of such plans as they relate to tribal cultural resources, and present or request that cultural resources awareness training programs for construction workers include Native American tribal representatives and specific training on the treatment of Native American archeological and tribal cultural resources. These measures also identify preservation in place, if feasible, as the preferred treatment for resources that are known or discovered during archeological investigations or during construction and require that tribal representatives be offered the opportunity to consult on preservation-in-place determinations and plans, if requested. In addition, these measures require that tribal representatives be offered meaningful opportunities to participate in the development of public interpretive materials that address Native American archeological and tribal cultural resources and that these materials include acknowledgement that the project is located on traditional Ohlone lands. The Housing Element EIR found that implementation of mitigation measures M-CR-2a, M-CR-2b, M-CR-2c, M-CR-2d and M-TCR-1 would fully mitigate any significant impacts on Native American tribal cultural resources, and impacts would be less than significant with mitigation.

Project Analysis

		Not Analyzed in the Prior EIR			
Topics:	*Analyzed in the Prior EIR*	*No Impact*	*Substantially Mitigated by Uniformly Applicable Development Policies*	*Less than Significant or Less than Significant with Mitigation Incorporated*	*Significant Impact*
Would the project:					
a) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, or cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: (i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or (ii) A resource determined by the lead agency in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code section 5024.1. In applying the criteria set forth in this subdivision, the lead agency shall consider the significance of the resource to a California Native American tribe.	☒	☐	☐	☐	☐

E.4.a) As discussed in the Cultural Resources section of this document, the project site is sensitive for prehistoric resources, which may also represent tribal cultural resources. Therefore, the project's proposed excavation may result in a significant impact, should tribal cultural resources be encountered. Consistent with the Housing Element EIR, Native American tribal representatives were notified regarding the proposed project, and **Project Mitigation Measure M-TCR-1, Tribal Cultural Resources Education** (implementing Housing Element EIR Mitigation Measure M-TCR-1) was developed in coordination with tribal representatives. Consistent with this measure, if a significant Native American archeological resource is identified during the course of the archaeological testing program, the project sponsor shall hold an event wherein Native American representatives and the archeological consultant involved in the project mitigation effort educate the landowner, prospective tenants/occupants, and the general public about the archeology and history of the land of the project. With implementation of Project Mitigation Measure M-TCR-1, the proposed project would result in a less than significant impact on tribal cultural resources.

Cumulative Analysis

The cumulative context for tribal cultural resources is generally site specific and limited to the immediate construction area; however, a potentially significant cumulative impact to tribal cultural resources could occur if two projects could combine in a way that could significantly impact the same known or potential resource.

The 2700 Sloat Boulevard, which is located across the street from the project site, has the potential to impact the same known or potential tribal cultural resources as the proposed project. For this reason, the proposed project, in combination with cumulative projects, has the potential to result in a significant cumulative impact to tribal cultural resources. The proposed project's contribution to such impact could be cumulatively considerable. However, with implementation of Project Mitigation Measure M-TCR-1, the proposed project's contribution to this impact would be reduced to a less than significant level. For these reasons, with mitigation measure incorporated, the proposed project, in combination with other cumulative projects, would not result in a cumulatively considerable impact on tribal cultural resources.

Conclusion

Based on the above, the proposed infill project would not have a new peculiar significant impact not previously identified in the Housing Element EIR related to archeological resources that constitute tribal cultural resources, nor a more severe adverse significant impact due to substantial new information. Project Mitigation Measure M-TRC-1 would apply to the proposed project to reduce project-specific and cumulative impacts related to tribal cultural resources. Therefore, no additional environmental review is required for this topic.

E.5 Transportation and Circulation

Housing Element Transportation and Circulation Findings

The Housing Element EIR transportation and circulation findings are discussed in the EIR on pages 4.4-86 through 4.4-135. The EIR found that the potential magnitude of future development could require a substantially extended duration or intense activity due to construction, and the secondary effects of that construction could create potentially hazardous conditions for people walking, bicycling, or driving, or public transit operations; interfere with emergency access or accessibility for people walking or bicycling; or

substantially delay public transit. City regulations would apply to the construction of future development (e.g., SFMTA blue book regulations and Public Works code and construction work requirements); however, no other measures to reduce impacts are known. Therefore, the Housing Element concluded that this impact would be significant and unavoidable under project-specific and cumulative scenarios.

The Housing Element EIR also found that traffic generated by future development resulting from implementation of the housing element would substantially delay public transit and that some future development projects could contribute considerably to this significant impact. Mitigation measures M-TR-4a, M-TR-4b, and M-TR-4c would reduce the impact, but not fully. The Housing Element concluded this impact to be significant and unavoidable with mitigation for project-specific and cumulative scenarios.

Lastly, the Housing Element EIR found that future development could result in a loading deficit that could create potentially hazardous conditions for people walking, bicycling, or driving; or potentially delay public transit. Mitigation measures M-TR-4b and M-TR-6 would reduce loading impacts, although their feasibility and effectiveness of fully reducing this impact to a less-than-significant level was found to be uncertain. Therefore, this impact was determined to be significant and unavoidable with mitigation for both project-specific and cumulative scenarios.

Project Analysis

		Not Analyzed in the Prior EIR			
Topics:	*Analyzed in the Prior EIR*	*No Impact*	*Substantially Mitigated by Uniformly Applicable Development Policies*	*Less than Significant or Less than Significant with Mitigation Incorporated*	*Significant Impact*
Would the project:					
a) Involve construction that would require a substantially extended duration or intensive activity, and the effects would create potentially hazardous conditions for people walking, bicycling, or driving, or public transit operations; or interfere with emergency access or accessibility for people walking or bicycling; or substantially delay public transit?	☒	☐	☐	☐	☐
b) Create potentially hazardous conditions for people walking, bicycling, or driving or public transit operations?	☒	☐	☐	☐	☐
c) Interfere with accessibility of people walking or bicycling to and from the project site, and adjoining areas, or result in inadequate emergency access?	☒	☐	☐	☐	☐
d) Substantially delay public transit?	☒	☐	☐	☐	☐

Topics:	Analyzed in the Prior EIR	Not Analyzed in the Prior EIR: No Impact	Substantially Mitigated by Uniformly Applicable Development Policies	Less than Significant or Less than Significant with Mitigation Incorporated	Significant Impact
e) Cause substantial additional vehicle miles travelled or substantially induce additional automobile travel by increasing physical roadway capacity in congested areas (i.e., by adding new mixed-flow travel lanes) or by adding new roadways to the network?	☒	☐	☐	☐	☐
f) Result in a loading deficit, and the secondary effects would create potentially hazardous conditions for people walking, bicycling, or driving; or substantially delay public transit?	☒	☐	☐	☐	☐
g) Result in a substantial vehicular parking deficit, and the secondary effects would create potentially hazardous conditions for people walking, bicycling, or driving; or interfere with accessibility for people walking or bicycling or inadequate access for emergency vehicles; or substantially delay public transit?	☒	☐	☐	☐	☐

E.5.a to d) A project-specific site circulation study was prepared for the proposed project.[22] As part of this analysis, PM peak and daily person trip estimates to and from project the site were calculated using methodology in the department's 2019 Transportation Impact Analysis Guidelines (2019 guidelines).[23] Table 7, below, presents weekday PM peak and daily person trip estimates for the proposed project.

Table 7: Person Trip Estimates – PM Peak and Daily

	Weekday PM Peak Hour Person Trips						Daily Person Trips[1]
	Automobile	For-Hire[2]	Transit	Walking	Bicycling	Total	
Community Center	449	13	144	37	4	647	4,792
Office	2	0	0	0	0	2	28
Restaurant/Bar	84	2	24	42	2	154	1,143
Project Total	**534**	**15**	**169**	**79**	**6**	**803**	**5,693**

1 Includes vehicle trips from both automobile person trips and for-hire person trips, accounting for average vehicle occupancy data (persons per vehicle). Source: San Francisco Planning Department, Transportation Impact Analysis Guidelines.

2 For-hire person trips are trips taken by transportation network companies (e.g., Uber/Lyft) and taxis.

22 Kittelson & Associates, *Transportation Study: United Irish Cultural Center. Project Number 22126.018*, July 2023.

23 San Francisco Planning Department. Transportation Impact Analysis Guidelines for Environmental Review. Available: https://sfplanning.org/project/transportation-impact-analysis-guidelines-environmental-review-update#impact-analysis-guidelines. Accessed: June 27, 2023.

Source: San Francisco Planning Department, Transportation Impact Analysis Guidelines; Kittelson & Associates, 2023

The department used these estimates to inform the analysis of the project's impacts on transportation and circulation during both construction and operational phases. The following analysis discusses the proposed project's impacts related to potentially hazardous conditions, accessibility (including emergency access), public transit delay, vehicle miles traveled, and loading.

Construction

The 2019 guidelines set forth screening criteria for types of construction activities that would typically not result in significant construction-related transportation effects based on project site context[24] and construction duration and magnitude. Project construction would last approximately 20 months. During construction, the project may require temporary closures of public right-of-ways, including portions of street frontages along 45th Avenue and Wawona Street. Nevertheless, given the project site context and construction duration and magnitude, the project meets the screening criteria for not requiring additional analysis on the presumption that it would not result in significant impacts with respect to construction-related transportation effects; thus, no mitigation measures would be required.[25]

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

Potentially Hazardous Conditions and Accessibility

The project would remove the existing driveway on Wawona Street and construct a new driveway leading to the underground parking garage, also from Wawona Street. As shown in Table 7, the proposed project is expected to generate 803 person-trips, including 534 auto person-trips, 15 taxi/TNC (transportation network company) trips, 169 transit trips (including shuttle trips), 79 walking trips, and 6 bicycling trips during the weekday p.m. peak hour. When accounting for average vehicle occupancy, the proposed project would generate approximately 485 vehicle trips and 18 TNC vehicle trips (two-way) for a total of 503 vehicle trips during the weekday p.m. peak hour. These vehicle trips would likely start from or end the project's loading zones or the project's new driveway and be dispersed along nearby streets. This number of vehicle trips that would be accessing the driveway and crossing over the sidewalk along the street shared by nearby emergency

24 "Site context" in relation to construction transportation analysis refers to how people travel to and around the project area and how that may be affected by construction activities. Site context is further defined in the Appendix N of the 2019 guidelines (see Attachment A of Appendix N) available at: https://sfplanning.org/project/transportation-impact-analysis-guidelines-environmental-review-update#impact-analysis-guidelines. Accessed: April 2023.

25 Kittelson & Associates. June 2023. *Transportation Study: United Irish Cultural Center.* Project Number 22126.018.

services is not substantial within the context of existing uses on the site. Given that project-generated vehicle trips would not be substantial, the proposed project is not expected to result in inadequate emergency access.

Drivers would have adequate visibility of people walking and bicycling and transit and private vehicles. Vehicle speed entering and exiting the driveway would be slow given the width of the proposed curb cut (10 feet) to avoid potentially hazardous conditions. In addition, the design of the project's driveway would be able to accommodate the anticipated number of vehicle trips without blocking access to a substantial number of people walking and bicycling within the sidewalk and bicycle lane. Further, the project would include several changes to the public right-of-way that would lessen impacts, including constructing a new bulbout on the corner of 45th Avenue and Wawona Street, as well as new two-directional curb ramps on the project corner and the corners north and west of the project site. Therefore, the project would result in less-than-significant potentially hazardous conditions and accessibility impacts.

Public Transit Delay

The Housing Element EIR identified a significant transit delay for routes along 19th Avenue and Geary Boulevard, which are considered to be transit corridors. The project-specific circulation study (also referenced as transportation study in this document) analyzed the potential for the proposed project to result in delays to transit, which is typically based on the number of net new p.m. peak hour vehicle trips, the location of the project site and its driveways, and proximity to Muni lines and stops. Transit delay impacts from a single project are typically found where there are high volumes of vehicular traffic and high frequency buses lines operating in the same corridor and/or when there are conflicts between a high-volume driveway (such as for a public parking garage) and nearby transit stops.

Streets adjacent to the project site include Wawona Street, 45th Avenue, and Sloat Boulevard. In the Better Streets Plan, Wawona Street and 45th Avenue are classified as neighborhood residential streets, which are quieter residential streets with relatively low traffic volumes and speeds.[26] Sloat Boulevard is classified as a park edge street in the Better Streets Plan; park edge streets characteristically border major parks, have unique spatial constraints, and typically have higher pedestrian volumes associated with them.

The existing transit service and stop locations closest to the project site include the18-Sunset Muni bus line, which travels along Sloat Boulevard (between 47th Avenue and Lake Merced Boulevard), 47th Avenue, Vicente Street, and 46th Avenue and the 23-Monterey bus line, which travels along Sloat Boulevard (between the Lower Great Highway and Santa Clara Avenue). Both bus lines stop at Sloat Boulevard and 45th Avenue, the nearest bus stop to project site. The L Taraval Muni light rail line runs along Taraval Street and 46th Avenue, making a loop on Wawona Street, 47th Avenue, and Vicente Street. Taraval Street is three blocks north of the project site.

As discussed in the transportation study, the proposed project would generate an estimated 352 *net* new vehicle trips during the weekday p.m. peak hour, including 334 trips by vehicle and 18 trips by taxi or transportation network company. This exceeds the Planning Department's screening criterion for potential transit delay impacts, which is 300 net new p.m. peak hour vehicle trips. However, a significant transit delay impact generally occurs when vehicle trips substantially delay a public transit route by adding four or more

26 San Francisco Planning Department. San Francisco Transportation Information Map. Available at: https://sfplanninggis.org/tim/. Accessed July 13, 2023.

minutes to its headway and, as previously discussed, this generally occurs when a substantial number of project-generated vehicle are added to a high-volume roadway where transit operates resulting in a significant delay.

The proposed project would not generate a substantial number of vehicle trips onto a high-volume roadway. The entrance to the proposed underground garage would be located on Wawona Street. However, as previously discussed, Wawona Street is not a high-volume roadway and therefore vehicles entering and exiting the proposed garage would not conflict with transit operations. Furthermore, the proposed project only includes 56 vehicle parking spaces onsite (50 percent of what is allowed under the Planning Code). Generally, vehicle volume to and from the project site would be limited by the amount of parking available onsite and in the immediate project vicinity. Given that the project only includes 56 vehicle parking spaces, it is unlikely that the proposed project would generate a significant volume of vehicular traffic such that public transit operations on nearby roadways would be affected.

Additionally, there are no transit stops on the project site's frontages and, while the 18-Sunset and the 23-Monterey bus lines operate near the project site, they operate with 20- to 30-minute headways. This relatively low service frequency, with two or three buses per hour on each line, reduces the potential for conflicts between project-generated vehicle trips and transit vehicles. In addition, the SFMTA will implement the Sloat Quick-Build project before the end of 2023, which will install transit boarding islands at 47th, 45th and 41st Avenues, and consolidate and relocate nearby transit stops. These improvements are designed to increase transit reliability and reduce transit travel time.[27]

The operation of the L Taraval relative to the project site is west and north such that project traffic is unlikely to adversely affect the L Taraval operation. As such, the project-specific transportation study found that none of the conditions that typically create transit delay impacts are present and transit delay impacts would be less than significant. For these reasons, the proposed project would not result in a substantial transit delay impact.

Vehicle Miles Traveled

The 2019 guidelines set forth screening criteria for types of projects that would typically not result in significant vehicle miles traveled impacts. As discussed in the transportation study, given the project site is located in an area where existing vehicle miles traveled (VMT) is more than 15 percent below the existing Bay Area regional average VMT per capita (or employee), the proposed project would not cause substantial additional VMT. Furthermore, the proposed project would not include features that would be considered to substantially induce automobile travel (e.g., additional roadway capacity). For these reasons, the proposed project would result in less than significant project-level and cumulative impacts related to vehicle miles traveled and a more detailed analysis is not required.[28]

Loading

The proposed project would generate approximately seven daily delivery and service vehicle trips and generate demand for approximately one loading space during the weekday peak hour for freight delivery,

27 Boarding islands reduce or eliminate Muni delays associated with bus re-entry into the travel lane after pulling to the curb for passenger boarding and alighting activities.

28 Kittelson & Associates. *Transportation Study: United Irish Cultural Center*. Project Number 22126.018, July 2023.

which typically occurs between 10 a.m. and 1 p.m. and does not coincide with the weekday peak hour of traffic. The project would provide 90 feet of dual-use loading on 45th Avenue, and approximately 80 feet of dual-use loading on Wawona Street. The project would provide sufficient loading space to accommodate the anticipated demand of loading space during the weekday peak hour for freight delivery. Therefore, the project would meet the demand and the project would not result in secondary effects resulting from insufficient freight loading.

On a typical day, the proposed project would generate a passenger loading demand for up to two spaces during the peak 15-minute period of the peak hour during typical operations. During event conditions, including smaller events that would occur weekly or multiple times a week and larger events that would occur approximately four times a month, the peak 15-minute passenger loading demand would be six spaces. The peak 15-minute passenger loading demand during events would be adequately accommodated by the proposed dual-loading zones on 45th Avenue and Wawona Street along the project frontage. Therefore, the project would not result in secondary effects resulting from insufficient passenger loading. Overall, the project would have a less-than-significant loading impact.[29]

Cumulative Analysis

Construction

The cumulative project at 2700 Sloat Boulevard could have construction timelines that could overlap with the project's construction activities. No other cumulative projects are likely to overlap with the proposed project during construction. Individually and in combination, these projects could result in temporary closures of the public right-of-ways, including portions of 45th Avenue and Wawona Street. Similar to the proposed project, cumulative projects, including one proposed for 2700 Sloat Boulevard, would be subject to the blue book and the public works code section 724 to regulate construction work in the public right-of-ways. Conformance with blue book and existing regulations would ensure that the project, in combination with cumulative projects, would not result in a significant cumulative construction-related transportation impact.

Potentially Hazardous Conditions and Accessibility

The Housing Element EIR disclosed that vehicular and other modes of travel (e.g., walking, bicycling) volumes would increase with the implementation of the housing element update. This increase would result in a potential for more conflicts between various modes of travel. Person and vehicle trips from the cumulative project at 2700 Sloat Boulevard could combine with the project's vehicle trips near the project site, as patrons/residents of both projects would use some of the same streets in the neighborhood.

However, cumulative projects, including 2700 Sloat Boulevard, would be subject to existing regulations and city review processes that would ensure safe turning movements and access and egress points. Furthermore, proposed project's garage entrance is located on Wawona Street. Although the design of the 2700 Sloat Boulevard project has not been finalized yet, the vehicle garage access would not directly conflict with the proposed project's garage entrance. Vehicle trips from this cumulative project would also not combine to result in a potentially hazardous condition at any nearby vehicular turning movement. The cumulative project would also not block access to a substantial number of people walking and bicycling within the sidewalk and bicycle lane. As described above, the project would include several changes to the public right-of-way that

29 Ibid.

would likely lessen potentially hazardous conditions for people driving, walking, bicycling, or public transit operations. Cumulative projects may also include similar changes to the public right-of-way that would lessen such impacts. Therefore, the project, in combination with cumulative projects, would not result in significant cumulative impacts related to potentially hazardous conditions and accessibility.

Public Transit Delay

Public transit delay typically occurs from traffic congestion, including transit reentry, and passenger boarding delay. The Housing Element EIR identified significant and unavoidable traffic congestion impacts to public transit on both 19th Avenue and Geary Boulevard. As discussed in the transportation study, up to 52 project vehicles (18 inbound, 34 outbound) could use 19th Avenue for some part of the journey. As such, the proposed project could make a considerable contribution to the significant cumulative transit delay impact on 19th Avenue identified in the Housing Element EIR (based on the analysis provided in the transportation study, the proposed project would not be expected to make a considerable contribution to the significant cumulative transit delay impact on Geary Boulevard).

Given the project's size and associated estimated number of vehicle trips, as noted above, it would contribute considerably to significant cumulative transit delay impacts. To reduce these impacts, the proposed project would be required to implement **Project Mitigation Measure M-TR-1, Parking Maximums and Transportation Demand Management** (implementing Housing Element EIR Mitigation Measure M-TR-4a) to reduce project-generated vehicle trips. Consistent with Mitigation Measure M-TR-4a, the project would include 56 vehicle parking spaces onsite, which is 50 percent of what is allowed under the Planning Code. In addition, the project would be required to implement various other transportation demand management measures to further reduce project-generated vehicle trips. The project would implement Project Mitigation Measure M-TR-1 to reduce its considerable contribution to the significant cumulative transit delay previously identified in the Housing Element EIR. However, because it is unknown if all of the measures applicable to the proposed project would reduce project's contribution to the cumulative impact, this impact would remain cumulatively considerable. Nevertheless, given that this impact would not be more severe than was previously identified in the Housing Element EIR, no additional analysis is required.

Vehicle Miles Traveled

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

Loading

The cumulative project at 2700 Sloat Boulevard could generate loading demands that interact with the project's loading demand. However, this project would be subject to planning code provisions related to loading and would also be required to include parking and loading spaces. None of the other cumulative projects would combine with the proposed project in a way that could result in a loading deficit. Given that the proposed project and cumulative project would not result in a loading deficit, the project, in combination with the cumulative projects, would not result in a significant cumulative loading impact.

Conclusion

The Housing Element EIR projected substantial increases in public transit delay from future development projects. While the proposed project would not result in a significant project-specific impact related to transit delay and would be required to incorporate Project Mitigation Measure M-TR-1, it would nevertheless contribute to the cumulative impact to transit delay that was identified in the Housing Element EIR. As discussed above, the proposed project would not result in any other transportation-related impacts. Given that the impact to transit delay was already disclosed in the programmatic EIR, the proposed infill project would not have a new peculiar significant impact not previously identified in the Housing Element EIR related to transportation and circulation, nor a more severe adverse significant impact due to substantial new information. Therefore, no additional environmental review is required for this topic.

E.6 Noise

Housing Element Noise Findings

The Housing Element EIR noise findings are discussed in the EIR on pages 4.5-31 through 4.5-67. The EIR found that future development consistent with the housing element update would result in an increase in construction activity relative to the baseline and could contribute to significant impacts due to construction noise. Implementation of Mitigation Measure M-NO-1 (Construction Noise Control) would reduce construction noise impacts on an individual project basis and impacts would be mitigated to a less-than-significant level. However, simultaneous or consecutive construction of multiple development projects could affect the same sensitive receptors and could result in a significant and unavoidable impact, even with mitigation incorporated.

The EIR identified two mitigation measures addressing operational noise, Mitigation Measure M-TR-4a (Parking Maximums and Transportation Demand Management) and Mitigation Measure M-NO-2 (Noise Analysis and Attenuation) and found there would be significant and unavoidable noise impacts related to traffic noise, but implementing the mitigation measures noted above would ensure that operational sources would be compliant with noise ordinance limits; nevertheless, the impact conclusion for operational noise impacts overall was significant and unavoidable with mitigation. The Housing Element EIR found that impacts to vibration (both construction- and operations-related) would be less than significant with implementation of mitigation measures M-NO-3a (Protection of Adjacent Buildings/Structures and Vibration Monitoring During Construction) and M-NO-3b (Prevent Interference with Vibration-Sensitive Equipment).

Project Analysis

		Not Analyzed in the Prior EIR			
Topics:	*Analyzed in the Prior EIR*	*No Impact*	*Substantially Mitigated by Uniformly Applicable Development Policies*	*Less than Significant or Less than Significant with Mitigation Incorporated*	*Significant Impact*
Would the project:					

Topics:	Analyzed in the Prior EIR	Not Analyzed in the Prior EIR			
		No Impact	Substantially Mitigated by Uniformly Applicable Development Policies	Less than Significant or Less than Significant with Mitigation Incorporated	Significant Impact
a) Generate substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☒	☐	☐	☐	☐
b) Generate excessive groundborne vibration or groundborne noise levels?	☒	☐	☐	☐	☐
c) For a project located within the vicinity of a private airstrip or an airport land use plan area, or, where such a plan has not been adopted, in an area within two miles of a public airport or public use airport, would the project expose people residing or working in the area to excessive noise levels?	☒	☐	☐	☐	☐

E.6.a)

Construction Noise

The project's geotechnical investigation indicated that the proposed building's foundation design would consist of conventional spread footings or a mat foundation, potentially coupled with the use of drilled piers and/or retaining walls for additional support.[30] The proposed project would not require impact pile-driving.

As the final foundation and reinforcement design would be determined by the project engineers at the time of engineering design (construction documents), this analysis conservatively assumes the possibility of particularly noisy construction activities during foundation construction, including the use of construction equipment such as jackhammers, concrete/industrial saws, and bulldozers. In addition, implementation of the proposed project could include simultaneous use of two or more loud pieces of equipment.

Construction noise is regulated by Article 29 of the Police Code (noise ordinance). Noise ordinance section 2907(a) limits construction noise from individual pieces of equipment to 80 dBA[31] at 100 feet from the noise source (or equivalent sound level at some other appropriate distance such as 86 dBA at 50 feet). The Department of Building Inspection (building department) is responsible for enforcing the noise ordinance for private construction projects during normal business hours (8:00 a.m. to 5:00 p.m., 7 days a week). The Police Department is responsible for enforcing the noise ordinance during all other hours. Nonetheless, during the approximately 20-month construction period for the proposed project, sensitive receptors and occupants of

30 H. Allen Gruen, Geotechnical Investigation: Planned Development at 2700 45th Avenue, San Francisco, California , September 23, 2021.

31 dBA are A-weighted decibels, or a decibel scale based on intensity and how the human ear responds.

nearby properties could be disturbed by construction noise. The closest sensitive receptors are four residential buildings located adjacent to the project side to the east, along 44th Avenue.

There may be times when construction noise could interfere with indoor activities in residences and businesses near the project site. Given the proximity of noise sensitive receptors to the project site, the project's construction activities could result in a significant impact. Therefore, **Project Mitigation Measure M-NO-1, Construction Noise Control** (implementing Housing Element EIR Mitigation Measure M-NO-1), applies to the project. With implementation of Project Mitigation Measure M-NO-1, the increase of noise in the project area during project construction would not be considered a significant impact because construction noise would be temporary, intermittent, and restricted in occurrence and level, as the contractor would be required to comply with the noise ordinance and other noise control measures as specified in Project Mitigation Measure M-NO-1. Implementation of Project Mitigation Measure M-NO-1 would reduce construction noise impacts resulting from the project to a less-than-significant level.

Operational Noise

As discussed above, the Housing Element EIR determined that significant and unavoidable noise impacts could occur due to traffic noise, but that implementing noise attenuation measures pursuant to Mitigation Measure M-NO-2 would ensure that operational sources would be compliant with noise ordinance limits. Accordingly, Housing Element EIR Mitigation Measure M-NO-2 requires that project-specific noise studies be completed for new noise-generating uses.

The proposed project would not include excessive noise-generating land uses. The proposed project does not propose any emergency generators, fire pumps, or other equipment that could be considered noise-generating, except for rooftop mechanical equipment. In compliance with Housing Element EIR Mitigation Measure M-NO-2, a project-specific noise study was completed for the proposed project,[32] which analyzed rooftop stationary noise sources for compliance with the noise limits set forth in the noise ordinance. The noise ordinance requires that, for the commercial uses, the noise level shall not exceed 8 dBA above the local ambient noise level at any point outside the property plane, and also sets both daytime and nighttime residential interior noise limits for fixed equipment (noise levels attributable to exterior noise sources shall not exceed 45 dBA Ldn in any habitable room).

Noise measurements were taken at the site between October and November of 2022 to determine the ambient noise levels at the project property plane. The ambient noise levels ranged from 44.5 dBA (L90[33]) along the northern edge of the property plane to 52.5 dBA (L90) along the western edge of the property plane. The rooftop mechanical equipment would be set back a minimum of 30 feet from the property plane, and would include variable refrigerant flow heating and cooling units, as well as supply and exhaust fans. The noise study analyzed a worst-case scenario with all rooftop equipment operating simultaneously. The noise study found that the proposed project would produce a maximum noise level of 45 dBA on the south property plane, which would meet the property plane noise levels specified in the noise ordinance. Additionally, the noise study found that the project would meet the property plane noise limit of 8 dBA above ambient noise level along all property lines, as required by the noise ordinance. With a maximum noise of 45 dBA at the property plane and

32 Robert J. King, *Technical Memorandum: Operational Noise Study—2700 45th Avenue Project*, June 2023.

33 L90 is a statistical descriptor of the sound level exceeded 90 percent of the time during the measurement period. The noise ordinance defines the L90 as the ambient noise level.

assuming a noise reduction of 15 dB from windows open, the noise study determined that the mechanical equipment would also meet the noise ordinance daytime interior residential noise limit of 55 dBA and nighttime residential noise limit of 45 dBA. Therefore, the proposed project's mechanical equipment would meet the limits set forth in the noise ordinance and the project's mechanical equipment would have a less-than-significant noise impact on the surrounding noise-sensitive uses.

In addition, the proposed project would contribute vehicle trips onto the local and regional roadway network. Consequently, traffic noise levels would increase with the project's contribution of additional vehicles. The proposed project would increase traffic on streets surrounding the project site; however, it would be unlikely to double the roadway volumes on nearby roads. Furthermore, the proposed project's traffic-related noise increases were adequately accounted for in the Housing Element EIR traffic noise analysis[34] and therefore, the proposed project would not result in a new project-specific traffic-related noise impact and no further analysis is required.

As noted above, under Project Description, once constructed, the Irish Center would continue to host a range of events in the proposed three larger event rooms and in smaller rooms in the building. In general, future event types and programming would be similar to existing conditions, although events would likely be held more frequently. Smaller meetings, classes, workshops, and similar programs (of around 30 people) would occur regularly throughout the year, potentially weekly or multiple times a week, while large events, attracting upwards of 400 people and utilizing one or more of the three larger event rooms, would occur approximately four times a month (currently, they are held about four times a year). Similar to existing conditions, smaller events under the proposed project would likely occur during both daytime and evening hours, while larger events would generally occur in the evening. All events would be held inside of the proposed building and, while outdoor areas may be available during events, no amplified sound is proposed outside of the building. For these reasons, it is anticipated that all event-related noise, which would be temporary in nature, would meet all applicable regulations and would not result in significant noise impacts. While it is likely that some noise would be generated by people talking outside of the building before, during, and after the smaller and larger events, noise attributed to unamplified human voices is generally not considered a significant impact under CEQA.

E.6.b) Pile driving, usually during construction, generates the greatest amount of vibration. As discussed above, the proposed project does not propose pile driving activities. However, other construction equipment could also result in construction vibration impacts to certain types of buildings, in particular historical and older buildings, if such buildings are located in close proximity to the construction site. Project-related construction activities were evaluated to determine whether such activities could generate vibration at levels that would have the potential to damage nearby buildings. None of the properties adjacent to the project site are considered historical resources, and the proposed project would only directly abut (i.e., not have a setback from) the existing motel at 2600 Sloat Boulevard, which is not considered to be a historic resource and is therefore not considered to be sensitive to groundborne vibration. Moreover, the proposed project's construction activities would not result in excessive groundborne vibration during construction such that it

34 The transportation analysis that was prepared for the Housing Element considered potential population and job increases in transportation analysis zone (TAZ) 99, the TAZ where the project site is located. The increase of jobs associated with cultural, institutional and educational (CIE) uses was estimated to be 43 for this TAZ. Since TAZ 99 does not contain any other CIE-type uses, this jobs increase could therefore be attributable to the proposed project.

could result in damage to the adjacent building at 2600 Sloat Boulevard. Once operational, the project would also likely not result in vibration impacts, as the proposed community center and restaurant uses are not typically considered to be sources of operational vibration. Therefore, the proposed project would not result in significant impacts related to vibration.

E.6.c) The project site is not located within an airport land use plan area, within 2 miles of a public airport, or in the vicinity of a private airstrip. Therefore, initial study checklist question E.6.c is not applicable to the proposed project.

Cumulative Analysis

The construction schedule for the proposed project at 2700 Sloat Boulevard, which is across the street from the project site, is uncertain. However, for purposes of this environmental review, this project is assumed to have a construction timeline that overlaps with the project's construction activities. The 2700 Sloat Boulevard project would likely make the largest contribution to cumulative noise impacts, given its size and proximity. Cumulative construction-related noise impacts could result from the concurrent construction of the proposed project, combined with the proposed project at 2700 Sloat Boulevard, affecting nearby sensitive receptors. The project's contribution to this cumulative impact could be considerable. As discussed above, the proposed project is required to implement Project Mitigation Measure M-NO-1, Construction Noise Control, which would reduce those impacts to a less than cumulatively considerable level. The Housing Element EIR determined that plan-level construction impacts could be significant and unavoidable because of the possibility of multiple projects undergoing construction at the same time. With implementation of Project Mitigation Measure M-NO-1, the proposed project would not make a cumulative considerable contribution to the cumulative construction noise impact than were disclosed in the Housing Element EIR.

The cumulative context for traffic noise analyses is typically confined to the local roadways nearest to the project site. As project-generated vehicle trips disperse along the local roadway network, the contribution of project-generated traffic noise along any given roadway segment would similarly be reduced. As described above, the proposed project would not double vehicle trips on the surrounding roadways. It is also unlikely that vehicle trips would be doubled under the cumulative scenario, given that future projects would be required to minimize off-street parking and implement various TDM measures to maximize transit, walking, and bicycling. Thus, the proposed project, in combination with other cumulative projects in the area, would not result in a cumulative impact related to roadway noise.

All cumulative projects are required to meet the noise limits set forth in the noise ordinance for operational noise associated with the projects' fixed noise sources, such as mechanical equipment. Compliance with the noise ordinance would limit increases in ambient noise and ensure adequate interior daytime and nighttime noise levels for residential uses are maintained. As such, the proposed project, in combination with the cumulative projects, would not result in more severe cumulative operational noise impacts than disclosed in the Housing Element EIR.

Vibration impacts are highly localized and site-specific and generally do not combine with vibration from cumulative projects to create a cumulative vibration impact. Therefore, no cumulative vibration impacts would be expected and no additional analysis is required.

The cumulative context for point sources of noise, such as building heating, ventilation and air conditioning systems and construction noise are typically confined to nearby noise sources located within approximately

900 feet of the project site.[35] Based on the list of projects under the Cumulative Setting section, above, the proposed project across the street at 2700 Sloat Boulevard, given its proposed size and programming, could combine with the proposed project's noise impacts to generate significant cumulative construction or operational noise impacts. However, both projects would be required to comply with the Noise Ordinance, which established noise limits from stationary sources and construction equipment and would ensure that no significant impact would occur. Furthermore, the noise ordinance establishes limits for both construction equipment and operational noise sources. All projects within San Francisco are required to comply with the noise ordinance. Compliance with the noise ordinance would ensure that no significant cumulative noise impact would occur.

Conclusion

Based on the above, the proposed infill project would not have a new peculiar significant impact not previously identified in the Housing Element EIR related to noise and vibration, nor a more severe adverse significant impact due to substantial new information. Mitigation Measure M-NO-1, Construction Noise Control, would apply to the proposed project to reduce project-specific noise impacts. Therefore, no additional environmental review is required for this topic.

E.7 Air Quality

Housing Element Air Quality Findings

The Housing Element EIR air quality findings are discussed in the EIR on pages 4.6-41 through 4.6-73. The EIR found that the housing element update would not conflict with or obstruct implementation of an applicable air quality plan. Future development consistent with the housing element update would result in a cumulatively considerable net increase in criteria air pollutants. The Housing Element EIR identified Mitigation Measure M-TR-4a, addressing parking maximums and transportation demand management, and found that the impact would be significant and unavoidable with mitigation. Construction of future development consistent with the housing element was found to have a less than significant impact with respect to criteria air pollutant with the application of Mitigation Measure M-AQ-3, addressing the use of clean construction equipment. The proposed action was found to expose sensitive receptor to health risk impacts and was found significant and unavoidable with the application of M-TR-4, M-AQ-3 (both described above), and Mitigation Measure M-AQ-5, applying best available control technology for diesel engines.

35 Typical construction noise levels can affect a sensitive receptor at a distance of 900 feet if there is a direct line-of-sight between a noise source and a noise receptor (i.e., a piece of equipment generating 85 dBA would attenuate to 60 dBA over a distance of 900 feet). An exterior noise level of 60 dBA will typically attenuate to an interior noise level of 35 dBA with the windows closed and 45 dBA with the windows open.

Project Analysis

Topics:	Analyzed in the Prior EIR	Not Analyzed in the Prior EIR			
		No Impact	Substantially Mitigated by Uniformly Applicable Development Policies	Less than Significant or Less than Significant with Mitigation Incorporated	Significant Impact
Would the project:					
a) Conflict with or obstruct implementation of the applicable air quality plan?	☒	☐	☐	☐	☐
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal, state, or regional ambient air quality standard?	☒	☐	☐	☐	☐
c) Expose sensitive receptors to substantial pollutant concentrations?	☒	☐	☐	☐	☐
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☒	☐	☐	☐	☐

E.7.a) The most recently adopted air quality plan for the air basin is the Bay Area Air Quality Management District's 2017 Clean Air Plan. The primary goals of the clean air plan are to: (1) protect air quality and health at the regional and local scale; (2) eliminate disparities among Bay Area communities in cancer health risk from toxic air contaminants; and (3) reduce greenhouse gas emissions. The clean air plan recognizes that to a great extent, community design dictates individual travel modes, and that a key long-term control strategy to reduce emissions of criteria pollutants, air toxics, and greenhouse gases from motor vehicles is to channel future Bay Area growth into vibrant urban communities where goods and services are close at hand, and people have a range of viable transportation options. The compact development of the proposed project and the availability of non-auto transportation options in the project area would ensure that the project would avoid substantial growth in automobile trips and consequent air pollutant emissions. In addition, as discussed above in the Population and Housing resource topic, the project site is located within the Sunset Corridors priority development area. Focusing development within such areas is a key land use strategy under Plan Bay Area to meet statewide greenhouse gas reduction goals pursuant to Senate Bill 375. Furthermore, for the reasons described below under topics E.7.b and c, the proposed project would not result in significant air pollutant emissions or expose sensitive receptors to substantial pollutant concentrations. Therefore, the proposed project would not conflict with or obstruct implementation of the 2017 Clean Air Plan.

E.7.b) 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 ($PM_{2.5}$, and PM_{10}[36]), nitrogen dioxide (NO2), sulfur dioxide (SO2), and lead. These air pollutants are termed criteria air pollutants

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

because they are regulated by developing specific public health- and welfare-based criteria as the basis for setting permissible levels. The bay area air basin is designated as either in attainment or unclassified for most criteria pollutants except for ozone, $PM_{2.5}$, and PM_{10}. For these pollutants, the air basin is designated as non-attainment for either the state or federal standards. By its very nature, regional air pollution is largely a cumulative impact in that no single project is sufficient in size to, by itself, result in non-attainment of air quality standards. Instead, a project's individual emissions contribute to existing cumulative air quality impacts. If a project's contribution to cumulative air quality impacts is considerable, then the project's impact on air quality would be considered significant.[37] Regional criteria air pollutant impacts resulting from the proposed project are evaluated below.

Construction Dust Control

In 2008, the San Francisco Board of Supervisors approved amendments to the San Francisco Building and Health Codes, generally referred to as the Construction Dust Control Ordinance (Ordinance 176-08). The intent of the dust control ordinance is to reduce the quantity of fugitive dust generated during site preparation, demolition, and construction work to protect the health of the general public and of construction workers, minimize public nuisance complaints, and to avoid orders to stop work in response to dust complaints. Project-related construction activities would result in construction dust, primarily from ground-disturbing activities. In compliance with the dust control ordinance, the project sponsor and contractor responsible for construction activities at the project site would be required to control construction dust on the site through a combination of watering disturbed areas, covering stockpiled materials, street and sidewalk sweeping, and other measures.

Criteria Air Pollutants

The Bay Area Air Quality Management District prepared 2022 CEQA Air Quality Guidelines,[38] which provide suggested methodologies for analyzing air quality impacts. These guidelines also provide thresholds of significance for ozone and particulate matter. The planning department uses these thresholds to assist in the evaluation of air quality impacts under CEQA.

The air district has developed screening criteria to determine whether to undertake detailed analysis of criteria pollutant emissions for construction and operations of development projects. Projects that are below the screening criteria would result in less-than-significant criteria air pollutant impacts, and no further project-specific analysis is required. The project would construct a 91-foot-tall, six-story over two-basement level building with 129,540-gross-square-foot of mixed-use cultural/institutional/educational building with office, restaurant, recreational/fitness facilities, and event space. Therefore, because the proposed project is below the construction and operational screening levels for criteria air pollutants, the proposed project would not result in a significant impact with regards to a cumulatively considerable net increase in non-attainment criteria air pollutants. Criteria air pollutant impacts would be less than significant.

E.7.c) In addition to regional criteria air pollutants analyzed above, the following air quality analysis evaluates localized health risks to determine whether sensitive receptors would be exposed to substantial pollutant concentrations. The San Francisco Board of Supervisors approved amendments to the San Francisco Building

37 Bay Area Air Quality Management District (BAAQMD), *2022 CEQA Guidelines Chapters.* Available: https://www.baaqmd.gov/?sc_itemid=CDA5FAE5-BBDC-4337-A10C-5648BCD2D71F Accessed: May 3, 2023.

38 *Ibid*.

and Health Codes, referred to as Enhanced Ventilation Required for Urban Infill Sensitive Use Developments or health code article 38 (Ordinance 224-14, amended December 8, 2014). 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 new sensitive uses within this zone. The air pollutant exposure zone as defined in article 38 includes areas that exceed health protective standards for cumulative $PM_{2.5}$ concentrations and cumulative excess cancer risk and incorporates health vulnerability factors and proximity to freeways. 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.

Construction Health Risk

The project site is not located within an identified air pollutant exposure zone. However, there is a potential that the project may result in the expansion of the geography of the air pollutant zone because of the use of heavy-duty diesel offroad equipment during project construction, which may be considered substantial. The proposed project would require heavy-duty off-road diesel vehicles and equipment during 16 months of the anticipated 20-month construction period. The proposed project has been accepted for priority processing pursuant to Director's Bulletin No. 2 for Type 3, Clean Construction projects. Pursuant to this program, the project sponsor has committed to using Tier 4 engines on all diesel-fueled construction equipment, reducing diesel particulate matter exhaust from construction equipment by 93 to 96 percent compared to uncontrolled construction equipment.[39] Therefore, impacts related to construction health risks would be less than significant.

Operational Health Risk

The project's incremental increase in localized TAC emissions resulting from new vehicle trips would be minor and would not contribute substantially to localized health risks. The proposed project would also not include a backup diesel generator. Therefore, health risk impacts related to the siting of new air pollution sources would be less than significant and no mitigation measures would be required.

E.7.d) Typical odor sources of concern include wastewater treatment plants, sanitary landfills, transfer stations, composting facilities, petroleum refineries, asphalt batch plants, chemical manufacturing facilities, fiberglass manufacturing facilities, auto body shops, rendering plants, and coffee roasting facilities. During construction, diesel exhaust from construction equipment would generate some odors. However, construction-related odors would be temporary and would not persist upon project completion. The proposed project includes community-serving uses that would not be expected to create significant sources of new odors. Therefore, odor impacts would be less than significant.

Cumulative Analysis

As discussed above, regional air pollution is by its nature a cumulative impact. Emissions from past, present, and future projects contribute to the region's adverse air quality on a cumulative basis. No single project by

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

itself would be sufficient in size to result in regional nonattainment of ambient air quality standards. Instead, a project's individual emissions contribute to existing cumulative adverse air quality impacts.[40] The project-level thresholds for criteria air pollutants are based on levels below which new sources are not anticipated to contribute considerably to cumulative non-attainment criteria air pollutants. Therefore, because the proposed project's construction and operational (Topic E.7.b) emissions would not exceed the project-level thresholds for criteria air pollutants, the proposed project would not result in a cumulatively considerable contribution to regional air quality impacts.

Although the project would add new sources of TACs (e.g., new vehicle trips), the project site is not located within an air pollutant exposure zone and would be subject to requirements articulated in Director's Bulletin No. 2 for Type 3, Clean Construction projects. The project's incremental increase in localized toxic air contaminant emissions resulting from new vehicle trips would be minor and would not contribute substantially to cumulative toxic air contaminant emissions that could affect nearby sensitive land uses. Therefore, cumulative localized health risk impacts would be less than significant.

Conclusion

Based on the above, the proposed infill project would not have a new peculiar significant impact not previously identified in the Housing Element EIR related to air quality, nor a more severe adverse significant impact due to substantial new information. None of the Housing Element EIR air quality mitigation measures are applicable to the proposed project. Therefore, no additional environmental review is required for this topic.

E.8 Greenhouse Gas

Housing Element Greenhouse Gas Findings

The Housing Element EIR greenhouse gas findings are discussed in the EIR on pages 4.1-92 through 4.1-97. The EIR concluded that physical development consistent with the housing element update would emit GHGs during construction and operation and would contribute to annual long-term increases in GHG emissions. New development would be in areas with low VMT levels and would be subject to the city's TDM program as well as applicable building code and other requirements that would reduce GHG emissions and would therefore have a less-than-significant impact with respect to GHG emissions, with no mitigation measures necessary. The Housing Element EIR also found that the future development implementing the housing element update would be consistent with plans, policies, and regulations adopted to reduce GHG emissions, such as Plan Bay Area 2050 and the city's GHG emission reduction strategy. Accordingly, the Housing Element EIR found that impacts related to GHG emissions would be a less than significant with no mitigation measures necessary.

40 BAAQMD, *CEQA Air Quality Guidelines*, May 2017, page 2-1.

Project Analysis

Topics:	Analyzed in the Prior EIR	Not Analyzed in the Prior EIR: No Impact	Substantially Mitigated by Uniformly Applicable Development Policies	Less than Significant or Less than Significant with Mitigation Incorporated	Significant Impact
Would the project:					
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☒	☐	☐	☐	☐
b) Conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?	☒	☐	☐	☐	☐

E.8.a and b) Individual projects contribute to the cumulative effects of climate change by emitting GHGs during demolition, construction, and operation. The following analysis of the proposed project's GHG impact focuses on the project's contribution to cumulatively significant GHG emissions. Because no individual project could emit GHGs at a level that could result in a significant impact on global climate, this analysis is in a cumulative context only, and the analysis of this resource topic does not include a separate cumulative impact discussion.

On April 20, 2022, the air district adopted updated GHG thresholds.[41] Consistent with CEQA Guidelines sections 15064.4 and 15183.5 which address the analysis and determination of significant impacts from a proposed project's GHG emissions, the updated thresholds for land use projects, such as the proposed project, maintains the air district's previous GHG threshold that allow projects that are consistent with a GHG reduction strategy to conclude that the project's GHG impact is less than significant.

San Francisco's 2017 GHG Reduction Strategy Update [42] presents a comprehensive assessment of policies, programs, and ordinances that collectively represent San Francisco's GHG reduction strategy in compliance with the air district's guidelines and CEQA Guidelines. These GHG reduction actions have resulted in a 48 percent reduction in GHG emissions in 2020 compared to 1990 levels,[43] which far exceeds the goal of 2020 GHG emissions equaling those in 1990 set in Executive Order S-3-05[44] and the Global Warming Solutions Act.[45] The

41 Bay Area Air Quality Management District, CEQA Thresholds and Guidelines Update. Available: https://www.baaqmd.gov/plans-and-climate/california-environmental-quality-act-ceqa/updated-ceqa-guidelines. Accessed: March 2023.

42 San Francisco Planning Department, *2017 Greenhouse Gas Reduction Strategy Update,* July 2017. Available: https://sfplanning.org/project/greenhouse-gas-reduction-strategies. Accessed: March 2023.

43 San Francisco Department of the Environment, *San Francisco's 2019 Carbon Footprint*. Available: https://sfenvironment.org/carbonfootprint. Accessed: June 2023.

44 Office of the Governor, Executive Order S-3-05, June 1, 2005. Available: https://www.library.ca.gov/wp-content/uploads/GovernmentPublications/executive-order-proclamation/5129-5130.pdf. Accessed: March 2023.

45 California Legislative Information, Assembly Bill 32, September 27, 2006. Available: http://www.leginfo.ca.gov/pub/05-06/bill/asm/ab_0001-0050/ab_32_bill_20060927_chaptered.pdf. Accessed: March 2023.

city has also met and exceeded the 2030 target of 40 percent reduction below 1990 levels set in Global Warming Solutions Act of 2016[46] and the air district's 2017 Clean Air Plan[47] more than 10 years before the target date.

San Francisco's GHG reduction goals, updated in July 2021 by ordinance 117-02,[48] are consistent with, or more aggressive than, the long-term goals established under executive orders S-3-05,[49] B-30-15,[50] B-55-18,[51] and Global Warming Solutions Act of 2016.[52] The updated GHG ordinance demonstrates the city's commitment to continued GHG reductions by establishing targets for 2030, 2040, and 2050 and setting other critical sustainability goals. In particular, the updated ordinance sets a goal to reach net-zero sector-based GHG emissions by 2040 and sequester any residual emissions using nature-based solutions.[53] Thus, the city's GHG reduction goal is consistent with the state's long-term goal of reaching carbon neutrality by 2045. The updated GHG ordinance requires the San Francisco Department of the Environment to prepare and submit to the mayor a climate action plan (CAP) by December 31, 2021. The CAP, which was released on December 8, 2021, and will be updated every five years, carries forward the efforts of the city's previous CAPs and charts a path toward meeting the GHG commitments of the Paris Agreement (e.g., limit global warming to 1.5 degrees Celsius) as well as the reduction targets adopted in the GHG ordinance.

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

46 California Legislative Information, Senate Bill 32, September 8, 2016. Available: https://leginfo.legislature.ca.gov/faces/billPdf.xhtml?bill_id=201520160SB32&version=20150SB3288CHP. Accessed: March 2023.

47 Bay Area Air Quality Management District. 2017. Clean Air Plan. September 2017. Available: http://www.baaqmd.gov/plans-and-climate/air-quality-plans/current-plans. Accessed: March 2023.

48 San Francisco Board of Supervisors. *Ordinance No. 117-21, File No. 210563*. July 20, 2021. Available: https://sfbos.org/sites/default/files/o0117-21.pdf. Accessed: March 2023. San Francisco's GHG reduction goals are codified in section 902(a) of the Environment Code and include the following goals: (1) by 2030, a reduction in sector-based GHG emissions of at least 61 percent below 1990 levels; (2) by 2030, a reduction in consumption-based GHG emissions equivalent to a 40 percent reduction compared to 1990 levels; (3) by 2040, achievement of net zero sector-based GHG emissions by reducing such emissions by at least 90 percent compared to 1990 levels and sequestering any residual emissions; and (4) by 2050, a reduction in consumption-based GHG emissions equivalent to an 80 percent reduction compared to 1990 levels.

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

50 Office of the Governor, *Executive Order B-30-15*, April 29, 2015. Available: https://www.ca.gov/archive/gov39/2015/04/29/news18938/. Accessed: March 2023. Executive Order B-30-15 sets a state GHG emissions reduction goal of 40 percent below 1990 levels by 2030. San Francisco's 2030 sector based GHG reduction goal of 61 percent below 1990 levels requires a greater reduction of GHG emissions.

51 Office of the Governor, *Executive Order B-55-18*, September 18, 2018. Available: https://www.ca.gov/archive/gov39/wp-content/uploads/2018/09/9.10.18-Executive-Order.pdf Accessed: March 2023. Executive Order B-55-18 establishes a statewide goal of achieving carbon neutrality as soon as possible, but no later than 2045, and achieving and maintaining net negative emissions thereafter. San Francisco's goal of net zero sector-based emissions by 2040 is a similar goal but requires achievement of the target five years earlier.

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

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

result in GHG emissions that would have a significant effect on the environment, and would not conflict with state, regional, or local GHG reduction plans and regulations.

The proposed project would increase the intensity of the use of the site by constructing a new six-story cultural/institutional/educational space with restaurant, bar, gym, and café uses. Thus, the proposed project would contribute to the cumulative effects of climate change by directly or indirectly emitting GHGs during construction and operation. Direct operational effects from the proposed project would include GHG emissions from new vehicle trips. Indirect effects would include GHG emissions from electricity providers, including generation of energy required to pump, treat, and convey water and GHG emissions associated with waste removal, waste disposal, and landfill operations.

The proposed project would be subject to regulations adopted to reduce GHG emissions as identified in the department's GHG reduction strategy and demonstrated in the GHG checklist completed for the proposed project.[54] As documented in the GHG checklist, the proposed project would meet the requirements of the Transportation Demand Management Program, the all-electric building ordinance, the Better Roofs ordinance, and meet a LEED v4 Gold building efficiency standard. The proposed project would also be required to meet requirements of the San Francisco green building code. In addition, the proposed project would comply with other applicable regulations that would reduce the project's GHG emissions related to energy use, waste disposal, wood burning, and use of refrigerants. As discussed above, these regulations have proved effective as San Francisco has reduced its GHG emissions by 48 percent below 1990 levels, which far exceed statewide and regional 2020 GHG reduction targets. Furthermore, the city's GHG emission reductions in 2020 also met statewide and regional 2030 targets more than 10 years in advance of the target year. Therefore, because the proposed project would be subject to regulations adopted to reduce GHG emissions, it would be consistent with San Francisco's GHG reduction strategy and would not generate significant GHG emissions nor conflict with state, regional, and local GHG reduction plans and regulations.

Conclusion

For the reasons stated above, the proposed project would not result in a significant individual or cumulative GHG impact. Therefore, the proposed infill project would not have a new peculiar significant impact not previously identified in the Housing Element EIR related to greenhouse gas emissions, nor a more severe adverse significant impact due to substantial new information. No project-specific mitigation measures or additional environmental review is required for this topic.

E.9 Wind

Housing Element Wind Findings

The Housing Element EIR wind findings are discussed in the EIR on pages 4.7-9 through 4.7-13. The EIR analyzed the range of wind impacts that could occur across the city with implementation of the housing element update. Eight key areas were selected to represent the nature and severity of wind impacts that could occur in the city with implementation of the housing element update. This approach provided a screening-

54 San Francisco Planning Department, *Greenhouse Gas Analysis: Compliance Checklist for United Irish Cultural Center (2700 45th Avenue)*, February 10, 2022.

level estimation of potential wind conditions across the city and concluded that significant wind impacts could occur.

The EIR found that implementation of Housing Element Mitigation Measure M-WI-1a, Wind Minimization, and Mitigation Measure M-WI-1b, Maintenance Plan for Landscaping on or off the Project Site and Wind Baffling Measures in the Public Right-of-Way, would be effective at reducing or avoiding the potential for a wind hazard exceedance; both are applicable to the proposed project. Due to uncertainties regarding the design of future projects and the uncertainty for approvals for wind baffling measures, the feasibility of implementing these mitigation measure on a project-by-project basis was found to be uncertain, and impacts were therefore concluded to be significant and unavoidable with mitigation.

Project Analysis

		Not Analyzed in the Prior EIR			
Topics:	*Analyzed in the Prior EIR*	*No Impact*	*Substantially Mitigated by Uniformly Applicable Development Policies*	*Less than Significant or Less than Significant with Mitigation Incorporated*	*Significant Impact*
Would the project:					
a) Create wind hazards in publicly accessible areas of substantial pedestrian use?	☒	☐	☐	☐	☐

E.9.a) Consistent with Planning Department's practice and **Project Mitigation Measure M-WI-1, Wind Minimization** (implementing Housing Element EIR Mitigation Measure M-WI-1a) and based on the height and location of the proposed approximately 91-foot-tall (101-foot-, nine-inches-tall, including rooftop appurtenances) building, a qualified wind consultant prepared a wind technical analysis for the proposed project which included wind tunnel testing.[55] The wind tunnel test measured wind speeds at 56 sensor locations under each configuration. These sensors were located within an approximately a two-block radius of the project site, along 44th Avenue, 45th Avenue, 46th Avenue, Sloat Boulevard and Wawona Street. Wind speeds were measured at approximately 5 feet above local grade. Wind speeds at these locations were compared to the hazard criterion; an equivalent wind speed of 26 miles per hour as averaged for a single full hour of the year.[56] This wind speed is equivalent to a one-minute average wind speed of 36 mph.[57]

55 Rowan, Williams. Davis & Irwin (RWDI) Inc., *2700 45th Avenue, San Francisco, CA, Pedestrian Wind Study, RWDI #2202636*, July 2023.

56 The wind ordinance comfort criteria are defined in terms of equivalent wind speed, which is an average wind speed (mean velocity), adjusted to include the level of gustiness and turbulence. Equivalent wind speed is defined as the mean wind velocity, multiplied by the quantity (one plus three times the turbulence intensity) divided by 1.45. This calculation magnifies the reported wind speed when turbulence intensity is greater than 15 percent. Unless otherwise stated, use of the term "wind speeds" in connection with the wind-tunnel tests refers to equivalent wind speeds that are exceeded 10 percent of the time.

57 The wind hazard criterion is derived from the 26 mph hourly average wind speed that would generate a 3-second gust of wind at 20 meters per second, a commonly used guideline for wind safety. Because the original federal building wind data were collected with one-minute averages, the 26 mph hourly average is converted to a one-minute average of 36 mph, which is used to determine compliance with the 26 mph one-hour hazard criterion in the planning code. (Arens, E. et al., *Developing the San Francisco Wind Ordinance and Its Guidelines for Compliance, Building and Environment, Vol. 24, No. 4*, p. 297–303, 1989.)

Five different scenarios were tested in the wind tunnel including the existing conditions scenario and four project scenarios. The four project scenarios (I, II, III, and IV) considered same building massing with different combinations of wind-reducing features, including overhangs on the west (45th Avenue) and north (Wawona Street) facades of the building and different landscaping schemes along the 45th Avenue and Wawona Street frontages.

The wind tunnel test results are summarized below in Table 8. As shown, there are hazard exceedances at four test point locations, for a total of 4 hours per year under the existing condition. Of the four project configurations, Existing Plus Project I and III would have hazard exceedances at six test point locations, for a total of 8 hours per year. These two configurations added street trees to the public right-of-way, which reduces pedestrian-level winds. The other two configurations included canopies attached to the building facades; these configurations resulted in more hazard exceedance locations (Project IV) and increased duration of hazard exceedances (Project I and IV).

Table 8: 2700 45th Avenue Wind Assessment Hazard Findings

Configuration	One-Hour Wind Hazard Exceedances	Total Hours	Exceedance Locations
Existing Conditions	4/56	4	Test Points: 2, 27, 37 and 42
Existing Plus Project I	6/56	8	Test Points: 2, 14. 16, 27, 38 and 47
Existing Plus Project II	6/56	9	Test Points: 2, 14. 16, 27, 38 and 47
Existing Plus Project III	6/56	8	Test Points: 2, 14. 16, 27, 38 and 47
Existing Plus Project IV	7/56	9	Test Points: 2, 8, 14. 16, 27, 38 and 47

Source: RWDI, 2023

Wind tunnel testing for the proposed project, including testing of various wind-reducing features, fully implements Housing Element EIR Mitigation Measure M-WI-1a. The project sponsor will include as many street trees as possible to attenuate wind speeds around the proposed building, subject to approval by the Department of Public Works.

Also, consistent with Housing Element EIR, **Project Mitigation Measure M-WI-2, Landscape Maintenance** (implementing Housing Element Mitigation Measure M-WI-1b, Maintenance Plan for Landscaping on or off the Project Site and Wind Baffling Measures in the Public Right-of-Way), would be required to provide a maintenance plan for landscaping features.

Accounting for the wind reduction elements, the proposed project would nevertheless result in multiple exceedances of wind hazard criteria. Although the proposed project would incorporate all feasible wind reduction measures, the project would still result in up to 7 exceedances of the one-hour hazard criteria (for Existing Plus Project IV scenario). Considering that the Housing Element EIR already identified this type of impact as significant and unavoidable, and given that the project sponsor would comply with all applicable Housing Element EIR mitigation measures to reduce this impact, this impact conclusion would be consistent with the findings of the Housing Element EIR and no further environmental review is required.

Cumulative

This configuration includes existing buildings as well as reasonably foreseeable cumulative future buildings, including the proposed project to the immediate west of the site, across 45th Avenue (2700 Sloat Boulevard). The wind memorandum conducted a qualitative analysis of cumulative wind scenario. Based on the results of this analysis, while the curved facades and a large podium of the cumulative project at 2700 Sloat Boulevard may reduce wind impacts at nearby locations, the structure's tall height and small podium setback distance on the east side would likely result in increased wind activity and turbulent flows along 45th Avenue. Overall, the addition of the cumulative building to the west of the site was found to increase the wind speeds around the Irish Center building.

Given the above, the proposed project, in combination with cumulative projects (particularly 2700 Sloat Boulevard), has the potential to result in a significant cumulative wind impact. Based on the qualitative analysis discussed in the wind study, the proposed project's contribution to such impact could be cumulatively considerable. Although the proposed project would incorporate all feasible wind reduction elements into the project design, the project would nevertheless result in exceedances of the one-hour hazard criteria. Therefore, even with mitigation incorporated, the proposed project would make a cumulatively considerable contribution to the significant cumulative wind impact. However, this would not be a new or a more severe impact than disclosed in the Housing Element EIR, no further analysis is required.

Conclusion

The proposed project would result in hazardous wind speeds, consistent with the findings of the Housing Element EIR. The proposed project has implemented Project Mitigation Measure M-WI-1 to reduce hazardous wind speeds and would be required to implement Project Mitigation Measure M-WI-2 to maintain future landscaping along the proposed building's two façades. Consistent with the findings of the Housing Element EIR, the proposed project would result in significant and unavoidable project-level and cumulative wind impacts. The proposed project would not result in a new impact that was not previously identified nor a more severe adverse significant impact due to substantial new information. No additional environmental review is required for this topic.

E.10 Shadow

Housing Element Shadow Findings

The Housing Element EIR shadow findings are discussed in the EIR on pages 4.8-18 through 4.8-43. Planning code section 295 generally prohibits new structures above 40 feet in height that would cast additional shadows on open space that is under the jurisdiction of the San Francisco Recreation and Park Commission between one hour after sunrise and one hour before sunset at any time of the year, unless that shadow would not result in a significant adverse effect on the use of the open space. A project that adds new shadow to a public open space or exceeds the absolute cumulative limit[58] on a section 295 park does not necessarily result in a significant impact under CEQA; the City's significance criterion used in CEQA review must also determine

58 The absolute cumulative limit represents the maximum percentage of new shadow, expressed as percentage of the theoretical annual available sunlight. The theoretical annual available sunlight is the amount of sunlight, measured in square-foot-hours, that would fall on a given park during the hours covered by planning code section 295.

whether a project would create new shadow in a manner that could substantially affect outdoor recreation facilities or other public areas. Thus, a review of how these facilities and other public areas are used during the time of potential shading is also considered as part of the City's CEQA review.

The Housing Element EIR determined that a range of shadow effects could occur across the city with implementation of the housing element update. Thirty sites were selected to represent the nature and severity of the shadow impacts that could occur in the city with implementation of the housing element update. The closest open space to the project site that was considered in the Housing Element EIR is the open space extending along Sunset Boulevard. Given the approximately half-mile distance of the project site from this open space, shadow from the project site would not cast shadow on this open space. The Housing Element EIR included Mitigation Measure M-SH-1 (Shadow Minimization), which requires modifying designs of future development projects, to the extent feasible, to reduce or avoid significant shadow impacts. The EIR found that there are uncertainties regarding feasibility of redesigning projects to reduce or avoid significant shadow impacts; as such, shadow impact was concluded to be significant and unavoidable with mitigation.

Project Analysis

		Not Analyzed in the Prior EIR			
Topics:	*Analyzed in the Prior EIR*	*No Impact*	*Substantially Mitigated by Uniformly Applicable Development Policies*	*Less than Significant or Less than Significant with Mitigation Incorporated*	*Significant Impact*
Would the project:					
a) Create new shadow that substantially and adversely affects the use and enjoyment of publicly accessible open spaces?	☒	☐	☐	☐	☐

E.10.a) The proposed project would demolish the existing building on the project site and construct a new 91-foot-tall (102-foot-tall to top of elevator penthouse) building in its place. The planning department prepared a preliminary shadow study which showed the proposed project would cast shadow on the San Francisco Zoo, a publicly accessible open space.[59] Therefore, a more detailed shadow analysis was prepared for the proposed project by a qualified consultant, the results of which are summarized below.[60]

The shadow analysis conducted for the proposed project evaluated an existing-plus-project scenario and a cumulative scenario. The cumulative scenario considered shadows that would be cast by other future projects in the vicinity of the project site that are considered by the planning department to be reasonably foreseeable, which are listed in the Cumulative Setting section, above.

The proposed project was found to cast shadow on the San Francisco Zoo, which is subject to section 295. The shadow analysis identified areas that would likely receive net new project shadow (factoring in the presence of

59 San Francisco Planning Department, *Preliminary Project Assessment, 2700 45th Avenue,* 2021-010236PPA, December 2021.

60 Fastcast, Shadow Analysis Memo for the Proposed United Irish Community Center, 2700 45th Avenue, San Francisco, CA, Case No. 2022-001407ENV, June 2023.

current, intervening shadow from existing buildings) between one hour after sunrise through one hour before sunset throughout the year in 15-minute intervals. Overall, the analysis found that the project would result in a shadow increase of approximately 0.0007 percent above the current level of shadow. Net new shadow from the proposed would occur for 83 days per year, from May 11th to August 1st. The maximum potential shadow impact would occur on June 21st at 6:46 a.m., covering approximately 14,500 square feet of access road and maintenance area of the Zoo's Exploration Zone, representing 0.44 percent of the overall Zoo's space. The average duration of the new shadow on the affected dates would be approximately 13 minutes, and at no time during the year would the potential new shadow exceed 30 minutes in duration. The shadow would occur before 8 a.m., before the Zoo's opening to the public at 10 a.m. The area of potential impact is currently restricted to Zoo staff only and is used for service vehicle storage and maintenance. It is not publicly accessible, which was confirmed by a site visit.[61] As the size and duration of the shadow from the proposed project would be minimal, would affect an area of the Zoo that is not publicly accessible (and does not contain animal enclosures), and would occur outside of the Zoo's operating hours, the impact would be less than significant, and no mitigation would be required.

The proposed project would also shade portions of nearby streets and sidewalks and private property at times within the project vicinity. Shadows on streets and sidewalks would not exceed levels commonly expected in urban areas and would be considered a less-than-significant effect under CEQA. Although occupants of nearby properties may regard the increase in shadow as undesirable, the limited increase in shading of private properties as a result of the proposed project would not be considered a significant impact under CEQA.

Cumulative

The cumulate scenario analyzed other nearby projects that could also result in new shadow on the San Francisco Zoo. Based on the cumulative project list, only the proposed project at 2700 Sloat Boulevard has the possibility of shading the Zoo. The project-specific shadow analysis found that, under the cumulative scenario, potential shadows on the Zoo would increase in duration and expand in coverage within the northwestern quarter of the Exploration Zone. The cumulative shadow coverage would extend further west into the northwestern corner of the Zoo as compared to the project alone. Similar to the existing-plus-project scenario, these potential additional shadows would also be isolated to early morning minutes of the summer months, limited in duration to under an hour. There may be a cumulative shadow impact due to uncertainty about future development in the project area, particularly with respect to design of the future project at 2700 Sloat Boulevard. For this reason, the proposed project, in combination with cumulative projects, has the potential to result in a significant cumulative shadow impact. However, given the minimal amount of shadow that would be cast by the proposed project, its contribution to such impact would not be cumulatively considerable.

Conclusion

Based on the above, the proposed infill project would not have a new peculiar significant impact not previously identified in the Housing Element EIR related to shadow, nor a more severe adverse significant

61 Ibid.

impact due to substantial new information. No project-specific mitigation measures or additional environmental review is required for this topic.

E.11 Recreation

Housing Element Recreation Findings

The Housing Element EIR recreation findings are discussed in the EIR on pages 4.1-107 through 4.1-111. The EIR explained that the housing element update would increase the demand for recreational resources and open space in the city due to increases in population. However, due to San Francisco Recreation and Parks Department's practice of acquiring new open spaces and recreational facilities or expanding existing facilities where needed, the city is anticipated to accommodate future demand from the increase in population associated with the housing element update. No mitigation measures related to recreational resources were identified in the Housing Element EIR. However, the Housing Element EIR noted that construction of any new park land in the future would be subject to project-level environmental review and could result in the application of mitigation measures from other resource topics.

Project Analysis

		Not Analyzed in the Prior EIR			
Topics:	*Analyzed in the Prior EIR*	*No Impact*	*Substantially Mitigated by Uniformly Applicable Development Policies*	*Less than Significant or Less than Significant with Mitigation Incorporated*	*Significant Impact*
Would the project:					
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated?	☒	☐	☐	☐	☐
b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	☒	☐	☐	☐	☐

E.11.a) The neighborhood parks or other recreational facilities closest to the project site are the Lower Great Highway (0.17 miles west), the San Francisco Zoo (0.03 miles south), the South Sunset Playground (0.20 miles northwest), and Lake Merced Park (0.38 miles southeast).

The proposed project does not propose any residential units; therefore, project implementation would not result in a permanent increase in demand for parks and recreational facilities in the vicinity. The proposed project is a cultural center, which would include cultural, institutional, retail, bar, restaurant and event space, which may help satisfy the demand for existing and future recreational uses for nearby residents and employees. On a citywide/regional basis, the increased demand on recreational facilities from the 45 new employees attributable to the proposed project would be negligible given the number of existing and planned recreational facilities in the area and throughout the City as well as the temporary nature of employees'

presence in the area. For these reasons, implementation of the proposed project would not be expected to increase the use of existing recreational facilities such that substantial physical deterioration of these facilities would occur or be accelerated. This impact would be less than significant, and no mitigation measures are necessary.

E.11.b) The proposed project would construct a mixed-use cultural/institutional/educational building with office, restaurant, recreational/fitness facilities, and event spaces. It would include outdoor space in the form of decks, balconies and outdoor dining areas. In addition, it would provide private recreational/fitness facilities (including swimming pools, hot tubs, basketball courts and exercise studios) that would partially offset the demand for recreational facilities. In addition, the project site is located within 0.5 miles of a various existing recreational facilities, including park, playground, open space, and zoo, as discussed above. It is anticipated that these existing recreational facilities would be able to accommodate the increase in demand for recreational resources generated by the project. For these reasons, the construction of new or the expansion of existing recreational facilities would not be required. This impact would be less than significant, and no mitigation measures are necessary.

Cumulative

Cumulative development in the project vicinity would result in an intensification of land uses and an increase in the use of nearby recreational resources and facilities. The Recreation and Open Space Element of the General Plan provides a framework for providing a high-quality open space system for its residents, while accounting for expected population growth through year 2040. In addition, San Francisco voters passed three bond measures, in 2008, 2012 and 2020, to fund the acquisition, planning, and renovation of the City's network of recreational resources. As discussed above, there is a zoo and several other open spaces and recreational facilities within walking distance of the project (typically, one quarter mile). In addition, the proposed project would itself be a source of recreational space for community use. Thus, it is expected that these existing recreational facilities would be able to accommodate the increase in demand for recreational resources generated by nearby cumulative projects without resulting in physical degradation of recreational resources. For these reasons, the proposed project would not combine with other projects in the vicinity to create a significant cumulative impact on recreational facilities.

Conclusion

Based on the above, the proposed infill project would not have a new peculiar significant impact not previously identified in the Housing Element EIR related to recreation, nor a more severe adverse significant impact due to substantial new information. No project-specific mitigation measures or additional environmental review is required for this topic.

E.12 Utilities and Service Systems

Housing Element Utilities and Service Systems Findings

The Housing Element EIR utilities and service system findings are discussed in the EIR on pages 4.9-14 through 4.9-39. The EIR found that effects determined that future development consistent with the housing element update would have significant and unavoidable effects on water supply, with no feasible mitigation available. Development under the housing element update was found to have a significant and unavoidable impacts with the application of mitigation measures from other resource topics related to the construction of new or

expanded wastewater treatment facilities and the capacity of existing wastewater treatment in the westside drainage basin. The housing element update was determined to have less-than-significant impacts related to electric power and telecommunication facilities with the application of mitigation measures from other resource topics. Future development consistent with the housing element update was found to have a less-than-significant impact due to solid waste generation.

Project Analysis

		Not Analyzed in the Prior EIR			
Topics:	*Analyzed in the Prior EIR*	*No Impact*	*Substantially Mitigated by Uniformly Applicable Development Policies*	*Less than Significant or Less than Significant with Mitigation Incorporated*	*Significant Impact*
Would the project:					
a) Require or result in the relocation or construction of new or expanded wastewater treatment, stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant physical environmental effects?	☒	☐	☐	☐	☐
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years? Require or result in the relocation of new or expanded water facilities, the construction or relocation of which could cause significant environmental effects?	☒	☐	☐	☐	☐
c) Result in a determination by the wastewater treatment provider that would serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☒	☐	☐	☐	☐
d) Generate solid waste in excess of state or local standards, or in excess of the capacity or local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☒	☐	☐	☐	☐
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☒	☐	☐	☐	☐

E.12.a and c) The project site is served by San Francisco's combined sewer system, which handles both sewage and stormwater runoff. The Oceanside Water Pollution Control Plant provides wastewater and stormwater treatment and management for the west side of the city, including the project site. Project related wastewater and stormwater would flow into the city's combined sewer system and would be treated to standards contained in the city's National Pollutant Discharge Elimination System Permit for the Oceanside Water Pollution Control Plant prior to discharge into the San Francisco Bay. The treatment and discharge standards

are set and regulated by the Regional Water Quality Control Board. The Oceanside Plant had average dry-weather flows of 14.5 million gallons per day in 2020, or approximately 28.5 million gallons less than the permitted 43 million gallon per day capacity of the plant. Estimated dry-weather flows to the Oceanside Plant in 2050 under the housing element update are projected to be 17.2 million gallons per day, according to the Housing Element EIR.

The proposed project would not substantially increase the amount of stormwater entering the combined sewer system because the project would not increase impervious surfaces at the project site. Compliance with the city's Stormwater Management Ordinance and the Stormwater Management Requirements and Design Guidelines would ensure that the design of the proposed project includes installation of appropriate stormwater management systems that retain runoff on site, promote stormwater reuse, and limit discharges from the site from entering the city's combined stormwater/sewer system. Under the Stormwater Management Ordinance, stormwater generated by the proposed project is required to meet a performance standard that reduces the existing runoff flow rate and volume by 25 percent for a two-year 24-hour design storm and therefore would not contribute additional volume of polluted runoff to the city's stormwater infrastructure.

The project site is located within a developed area served by existing electric power, natural gas, and telecommunications. While the project would require local connections to those utilities, it would not necessitate the construction of new power generation, natural gas, or telecommunications infrastructure. Although the proposed project would add new employees to the project site, the combined sewer system has capacity to serve the increase in wastewater generated from the proposed project through year 2050. Therefore, the incremental increase in wastewater treatment resulting from the project would be met by the existing sewer system and would not require expansion of existing wastewater facilities or construction of new facilities and this impact would be less than significant.

E.12.b) The San Francisco Public Utilities Commission (SFPUC) adopted the 2020 Urban Water Management Plan (2020 plan) in June 2021.[62] The 2020 plan estimates that current and projected water supplies will be sufficient to meet future demand for retail water[63] customers through 2045 under wet- and normal-year conditions; however, in dry years, the SFPUC would implement water use and supply reductions through its Water Shortage Contingency Plan and a corresponding Retail Water Shortage Allocation Plan.[64]

In December 2018, the State Water Resources Control Board adopted amendments to the Water Quality Control Plan for the San Francisco Bay/Sacramento-San Joaquin Delta Estuary, which establishes water quality objectives to maintain the health of our rivers and the Bay-Delta ecosystem (the Bay-Delta Plan

62 SFPUC, 2020 Urban Water Management Plan for the City and County of San Francisco, adopted June 11, 2021. This document is available at https://www.sfpuc.org/about-us/policies-plans/urban-water-management-plan

63 "Retail" demand represents water the SFPUC provides to individual customers within San Francisco. "Wholesale" demand represents water the SFPUC provides to other water agencies supplying other jurisdictions.

64 San Francisco Public Utilities Commission, 2020 Urban Water Management Plan for the City and County of San Francisco, Appendix K – Water Shortage Contingency Plan, adopted June 11, 2021. This document is available at https://www.sfpuc.org/about-us/policies-plans/urban-water-management-plan

Amendment).[65] Implementation of the Bay-Delta Plan Amendment would result in a substantial reduction in the SFPUC's water supplies from the Tuolumne River watershed during dry years, requiring rationing to a greater degree in San Francisco than previously anticipated to address supply shortages.

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

1. Without implementation of the Bay-Delta Plan Amendment wherein the water supply and demand assumptions contained in Section 8.4 of the 2020 plan would be applicable;
2. With implementation of a voluntary agreement between the SFPUC and the State Water Resources Control Board that would include a combination of flow and non-flow measures that are designed to benefit fisheries at a lower water cost, particularly during multiple dry years, than would occur under the Bay-Delta Plan Amendment); and
3. With implementation of the Bay-Delta Plan Amendment as adopted wherein the water supply and demand assumptions contained in Section 8.3 of the 2020 plan would be applicable.[66]

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

Under these three scenarios, the SFPUC would have adequate water to meet demand in San Francisco through 2045 in wet and normal years.[67] Without implementation of the Bay-Delta Plan Amendment, water supplies would be available to meet demand in all years except for a 4.0 million gallons per day (5.3 percent shortfall in years four and five of a multiple year drought based on 2045 demand.

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

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

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

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

The proposed project does not require a water supply assessment under the California Water Code. Under sections 10910 through 10915 of the California Water Code, urban water suppliers like the SFPUC must prepare water supply assessments for certain large "water demand" projects, as defined in CEQA Guidelines section 15155.[68] The proposed mixed-use project would result in approximately 129,540 square feet of mixed-use cultural/institutional/educational space; as such it does not qualify as a "water-demand" project as defined by CEQA Guidelines section 15155(a)(1) and a water supply assessment is not required and has not been prepared for the project. The following discussion considers the potential water supply impacts for projects – such as the proposed project – that do not qualify as "water-demand" projects.

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

Based on guidance from the California Department of Water Resources and a citywide demand analysis, the SFPUC has established 50,000 gallons per day as the maximum water demand for projects that do not meet the definitions provided in CEQA Guidelines section 15155(a)(1).[69] The development proposed by the project would represent 26 percent of the 500,000 square feet of commercial space provided in section 15155(1)(B). In addition, the proposed project would incorporate water-efficient fixtures as required by Title 24 of the California Code of Regulations and the city's Green Building Ordinance. It is therefore reasonable to assume that the proposed project would result in an average daily demand of substantially less than 50,000 gallons per day of water.

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

68 Pursuant to CEQA Guidelines section 15155(1), "a water-demand project" means:
(A) A residential development of more than 500 dwelling units.
(B) A shopping center or business establishment employing more than 1,000 persons or having more than 500,000 square feet of floor space.
(C) A commercial office building employing more than 1,000 persons or having more than 250,000 square feet of floor area.
(D) A hotel or motel, or both, having more than 500 rooms, (e) an industrial, manufacturing, or processing plant, or industrial park planned to house more than 1,000 persons, occupying more than 40 acres of land, or having more than 650,000 square feet of floor area.
(F) a mixed-use project that includes one or more of the projects specified in subdivisions (a)(1)(A), (a)(1)(B), (a)(1)(C), (a)(1)(D), (a)(1)(E), and (a)(1)(G) of this section.
(G) A project that would demand an amount of water equivalent to, or greater than, the amount of water required by a 500 dwelling unit project.

69 Memorandum, from Steven R. Ritchie, Assistant General Manager, Water Enterprise, San Francisco Public Utilities Commission to Lisa Gibson, Environmental Review Officer, San Francisco Planning Department – Environmental Planning, May 31, 2019.

construction of new or expanded water facilities the construction or relocation of which could cause significant environmental effects.

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

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

E.12.d and e) The city disposes of its municipal solid waste at the Recology Hay Road Landfill, and that practice is anticipated to continue until 2025, with an option to renew the agreement thereafter for an additional six years. San Francisco Ordinance No. 27-06 requires mixed construction and demolition debris to be transported to a facility that must recover for reuse or recycling and divert from landfill at least 65 percent of all received construction and demolition debris. San Francisco's Mandatory Recycling and Composting Ordinance No. 100-09 requires all properties and persons in the city to separate their recyclables, compostables, and landfill trash.

The proposed project would incrementally increase total city waste generation; however, the proposed project would be required to comply with San Francisco ordinance numbers 27-06 and 100-09. Due to the existing and anticipated increase of solid waste recycling in the city and the requirements to divert construction debris from the landfill, any increase in solid waste resulting from the proposed project would be accommodated by the existing Hay Road landfill. Thus, the proposed project would have less-than-significant impacts related to solid waste.

Cumulative Analysis

As explained in the analysis above, existing service management plans for water, wastewater, and solid waste disposal account for anticipated citywide growth. Furthermore, all projects in San Francisco would be required to comply with the same regulations described above which reduce stormwater, potable water, and waste generation. Therefore, the proposed project, in combination with other cumulative development projects would not result in a cumulative utilities and service systems impact.

Conclusion

Based on the above, the proposed infill project would not have a new peculiar significant impact not previously identified in the Housing Element EIR with respect to utilities and service systems, nor a more severe adverse significant impact due to substantial new information. No project-specific mitigation measures or additional environmental review is required for this topic.

E.13 Public Services

Housing Element Public Services Findings

The Housing Element EIR public services findings are discussed in the EIR on pages 4.1-121 through 4.1-129. The EIR found that effects determined that future development consistent with the housing element update could have effects on public services that could increase the demand for public services and public facilities in the city. No mitigation measures related to public services were identified in the Housing Element EIR. However, the Housing Element EIR noted that the provision of new or physically altered governmental facilities and associated services would be subject to project-level environmental review and could result in the application of mitigation measures from other resource topics.

Project Analysis

		Not Analyzed in the Prior EIR			
Topics:	*Analyzed in the Prior EIR*	*No Impact*	*Substantially Mitigated by Uniformly Applicable Development Policies*	*Less than Significant or Less than Significant with Mitigation Incorporated*	*Significant Impact*
Would the project:					
a) Result in substantial adverse physical impacts associated with the provision of, or the need for, new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any public services such as fire protection, police protection, schools, parks, or other services?	☒	☐	☐	☐	☐

E.13.a) Project employees and patrons would be served by the San Francisco Police Department and Fire Departments. The project site is located within the Taraval District of the San Francisco Police Department,

and the closest police station is the Central Station, located approximately 1.25 miles northeast of the project site at 2345 24th Avenue.[70] The project site would be served by Fire Station No. 18, located at 1935 32nd Avenue, approximately 1.2 miles northeast of the project site.[71] The increased number of people at the project site could result in more calls for police, fire, and emergency response. However, the increase in demand for these services would not be substantial given the overall demand for such services on a citywide basis. Moreover, the proximity of the project site to police and fire stations would help minimize the response time for these services should incidents occur at the project site.

The proposed project would not be expected to generate school-aged children who would attend San Francisco public schools, as it is a community center with no residential uses, so there would be no impact to schools.

Impacts on parks and recreational facilities are addressed above in Topic E.11, Recreation.

Cumulative Analysis

The proposed project, combined with projected citywide growth through 2050, would increase demand for public services, including police and fire protection and public schools. The fire department, the police department, and other city agencies account for such growth in providing public services to the residents of San Francisco. There would be no impact with respect to public schools since there would be no additional students generated by the proposed project. For the above reasons, the proposed project, in combination with projected cumulative development, would not result in a significant physical cumulative impact associated with the construction of new or expanded governmental facilities.

Conclusion

Based on the above, the proposed infill project would not have a new peculiar significant impact not previously identified in the Housing Element EIR with respect to public services, nor a more severe adverse significant impact due to substantial new information. No project-specific mitigation measures or additional environmental review is required for this topic.

E.14 Biological Resources

Housing Element Biological Resources Findings

The Housing Element EIR biological resources findings are discussed in the EIR on pages 4.1-139 through 4.1-149. The EIR found that through implementation of existing federal, state, and local regulations, the impacts of future development consistent with the housing element update would have a less than significant impact on biological resources, and no mitigation measures are required.

70 San Francisco Police Department, Police District Maps. Available: http://sanfranciscopolice.org/police-district-maps. Accessed: March 2023.

71 San Francisco Fire Department, Fire Station Locations. Available: https://sf-fire.org/sites/default/files/FileCenter/Documents/1975-Station%20Location%20Map%20-%20w%20FS51.pdf. Accessed: March 2023.

Project Analysis

Topics:	Analyzed in the Prior EIR	Not Analyzed in the Prior EIR			
		No Impact	Substantially Mitigated by Uniformly Applicable Development Policies	Less than Significant or Less than Significant with Mitigation Incorporated	Significant Impact
Would the project:					
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☒	☐	☐	☐	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☒	☐	☐	☐	☐
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☒	☐	☐	☐	☐
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☒	☐	☐	☐	☐
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☒	☐	☐	☐	☐
f) Conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan?	☒	☐	☐	☐	☐

The project site contains the existing two-story United Irish Cultural Center and an approximate 4,968-square-foot paved parking lot and is completely covered by impervious surfaces. The project site does not contain federally protected wetlands as defined by section 404 of the Clean Water Act, riparian habitat, or other sensitive natural communities. In addition, the project site is not located within an adopted habitat conservation plan, a natural community conservation plan, or other approved local, regional, or state habitat conservation plan areas. Therefore, Topics E.14.b), E.14.c), and E.14.f) are not applicable to the proposed project.

E.14.a) As the project site is covered entirely by impervious surfaces and is located in a built urban environment with high levels of human activity, the project site does not provide suitable habitat for any rare or endangered plant or wildlife species. For these reasons, the proposed project would result in less-than-significant impacts to any species identified as a candidate, sensitive or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service. Therefore, this impact would be less than significant and would not result in new or more severe impacts related to biological resources not identified in the Housing Element EIR.

E.14.d) As noted in discussion under E.14.a, above, the project site is covered entirely by impervious surfaces. A total of three street trees are currently located along the site's 45th Avenue frontage, and a total of seven street trees are currently located along the site's Wawona Street frontage. Due to the developed nature of the project site, the project site does not provide suitable habitat for any rare or endangered plant or wildlife species. The existing street trees along 45th Avenue and Wawona Street could support habitat for migratory nesting birds protected under the California Fish and Game Code or the Migratory Bird Treaty Act. As part of the proposed project, one tree along the Wawona Street frontage would remain while six trees along this frontage would be removed and replaced. In addition, the project would remove and replace two trees along 45th Avenue. The project would be required to comply with requirements from the Migratory Bird Treaty Act applicable to migratory nesting birds should construction occur during nesting season.

Structures in an urban setting may present risks for birds as they traverse their migratory paths due to building locations and/or features. The city has adopted guidelines to address this issue and provided regulations for bird-safe design within the city.[72] Section 139 of the planning code, Standards for Bird-Safe Buildings, establishes building design standards to reduce avian mortality rates associated with bird strikes. The building standards are based on two types of hazards: (1) location-related hazards which pertain to new buildings within 300 feet of an urban bird refuge, and (2) building feature-related hazards such as freestanding glass walls, wind barriers, skywalks, balconies, and greenhouses on rooftops that have unbroken glazed segments 24 square feet or larger in size. Any project that contains building feature-related hazards must apply bird-safe glazing treatments to 100 percent of the feature in compliance with section 139.

The project site is located within 300 feet of an Urban Bird Refuge; therefore, the standards for location-related hazards would apply.[73] The proposed project would be required to comply with the building feature-related hazard standards of planning code section 139 by using bird-safe glazing treatments on 100 percent of any building feature-related hazards such as free-standing glass walls, wind barriers, and balconies. Compliance with the city's bird-safe building standards and the standards for location-related hazards would ensure the proposed project does not interfere with the movement of a native resident or wildlife species, or with an established native resident or migratory wildlife corridor.

For the reasons stated above, the proposed project would result in less-than-significant impacts to special-status species and native resident, wildlife species, or migratory birds, and no mitigation would be required.

72 San Francisco Planning Department. *Standards for Bird-Safe Buildings*. Available: https://sfplanning.org/sites/default/files/documents/reports/bird_safe_bldgs/Standards%20for%20Bird%20Safe%20Buildings%20-%2011-30-11.pdf. Accessed: April 2023.

73 San Francisco Planning Department. 2014. *Urban Bird Refuge Map*. Available: https://sfplanning.org/sites/default/files/resources/2018-08/Urban%20Bird%20Refuge.pdf. Accessed: April 2023.

E.14.e) The city's Urban Forestry Ordinance, public works code section 801, et seq., requires a permit from public works to remove any protected trees.[74] As discussed above, the proposed project would retain one existing tree and remove and replace two trees along 45th Avenue and retain one street tree and remove and replace six trees along the Wawona Street frontage. The project sponsor would be required to have a tree protection plan prepared by a certified arborist to protect the one adjacent tree during construction. Such protection plan would be reviewed and approved by San Francisco Public Works staff.[75] Therefore, the proposed project would not conflict with the city's local tree ordinance. This impact would be less than significant and would not result in new or more severe impacts related to biological resources not identified in the Housing Element EIR.

Cumulative Analysis

The project site does not support any candidate, sensitive, or special-status species, wetlands as defined by section 404 of the Clean Water Act, riparian habitat, or any other sensitive natural community identified in local or regional plans, policies, or regulations. The cumulative development project at 2700 Sloat Boulevard would also be subject to the requirements of the Migratory Bird Treaty Act, California Fish and Game Code, and the city's bird-safe building standards and Urban Forestry Ordinance. Therefore, the proposed project would not be expected to combine with cumulative development projects to result in a cumulative impact related to biological resources and cumulative impacts would be less than significant. No mitigation would be required.

Conclusion

Based on the above, the proposed infill project would not have a new peculiar significant impact not previously identified in the Housing Element EIR with respect to biological resources, nor a more severe adverse significant impact due to substantial new information. No project-specific mitigation measures or additional environmental review is required for this topic.

E.15 Geology and Soils

Housing Element Geology and Soils Findings

The Housing Element EIR geology and soils findings are discussed in the EIR on pages 4.1-166 through 4.1-172. The EIR found that development consistent with the housing element update would be designed to resist landslides and other geologic hazards, in compliance with applicable codes and design standards, which take into account the expected conditions in the project vicinity. Development consistent with the housing element update would not exacerbate the existing hazards related to geology and soils in San Francisco. The Housing Element EIR also noted that new development is generally safer than comparable older development 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, given

74 San Francisco Public Works Code. 1995. Article 16: Urban Forestry Ordinance. Available online at https://codelibrary.amlegal.com/codes/san_francisco/latest/sf_publicworks/0-0-0-4068. Accessed October 14, 2022.

75 San Francisco Public Works. Public Works Code Section 808, Protection of Trees and Landscape Material. Online at https://codelibrary.amlegal.com/codes/san_francisco/latest/sf_publicworks/0-0-0-4194#JD_808. Accessed October 14, 2022.

the seismically active characteristics of the Bay Area but would reduce them to an acceptable level. Thus, the EIR concluded that implementation of the plan would not result in significant impacts with regards to geology and soils, and no mitigation measures were identified in the Housing Element EIR.

Project Analysis

		Not Analyzed in the Prior EIR			
Topics:	*Analyzed in the Prior EIR*	*No Impact*	*Substantially Mitigated by Uniformly Applicable Development Policies*	*Less than Significant or Less than Significant with Mitigation Incorporated*	*Significant Impact*
Would the project:					
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:	☒	☐	☐	☐	☐
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42.)	☒	☐	☐	☐	☐
ii) Strong seismic ground shaking?	☒	☐	☐	☐	☐
iii) Seismic-related ground failure, including liquefaction?	☒	☐	☐	☐	☐
iv) Landslides?	☒	☐	☐	☐	☐
b) Result in substantial soil erosion or the loss of topsoil?	☒	☐	☐	☐	☐
c) Be located on geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	☒	☐	☐	☐	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code, creating substantial direct or indirect risks to life or property?	☒	☐	☐	☐	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☒	☐	☐	☐	☐
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☒	☐	☐	☐	☐

The proposed project would not include the use of septic tanks or alternative wastewater disposal systems; it would be connected to the existing wastewater disposal system. For these reasons, Topic E.15(e) is not applicable to the proposed project. A unique geologic or physical feature embodies distinctive characteristics of any regional or local geologic principles, provides a key piece of information important to geologic history, contains minerals not known to occur elsewhere in the county, and/or is used as a teaching tool. The project site is entirely developed with the current two-story cultural/institutional/commercial building (the United Irish Cultural Center) and a paved parking lot. No unique geologic features exist at the project site. Therefore, the proposed project would have no impact on unique geologic features as referenced in Topic E.15(f), and unique geologic features will not be discussed further.

E.15.a, c, and d) A geotechnical investigation was prepared for the proposed project.[76] The geotechnical investigation reviewed available geologic and geotechnical data in the site vicinity to develop preliminary recommendations regarding soil and groundwater conditions, site seismicity and seismic hazards, the most appropriate foundation type(s) for the proposed structure, and construction considerations, among other topics. From a boring drilled at the subject site at the corner of 45th Avenue and Wawona Street, poorly graded sand was encountered from the ground surface to the maximum depth explored at 50 feet below ground surface. Groundwater was encountered in the boring at a depth of about 21 feet below grade. Materials encountered in the boring were of a dense consistency below the groundwater table. From review of the California Division of Mines and Geology, Seismic Hazard Zones map, artificial fill materials were found to be historically located beneath Sloat Boulevard and the southern margin of the project site. The geotechnical report includes recommendations related to construction, including site preparation and grading, seismic design, foundations, retaining walls, slab-on-grade floors, site drainage, underpinning, temporary and finished slopes, and temporary shoring. Implementation of these recommendations, which would be overseen by the Department of Building Inspection, would ensure that the proposed project would not cause the soil underlying the project site to become unstable and result in on or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse.

The project site is not within an Alquist-Priolo Earthquake Fault Zone, and there are no known active faults that run underneath the project site. The closest active fault to the project site is the San Andreas Fault, which is about 1.7 miles to the southwest of the site.

The project site is not in a landslide or liquefaction hazard zones, so the potential for risk of loss, injury, or death related to landslides of liquefaction would be low. However, the geotechnical investigation evaluated the liquefaction potential of soil encountered at the site and found that artificial fill materials that were placed historically beneath Sloat Boulevard and the southern margin of the project site may be subject to liquefaction and lateral spreading. The report recommendations included a stiffened mat foundation with planned improvements, which would address the potential effects of liquefaction and lateral spreading. As the site is underlain by dune sand that is typically medium dense in consistency near the ground surface, seismic shaking may result in settling of up to a half inch. The report indicates that proposed improvements would be limited to the- amount of settlement near the existing ground surface.

76 H. Allen Gruen, *Geotechnical Investigation: Planned Development at 2700 45th Avenue, San Francisco, California*, September 23, 2021.

For these reasons, the proposed project would not cause potential substantial adverse effects, including risk of loss, injury, or death involving rupture of a known earthquake fault, strong seismic ground shaking, seismic-related ground failure, liquefaction, or landslides.

To ensure that the potential for adverse effects related to geology and soils are adequately addressed, San Francisco relies on the state and local regulatory process for review and approval of building permits pursuant to the California Building Code and the San Francisco Building Code, which is the state building code plus local amendments that supplement the state code, including the building department's administrative bulletins. The building department also provides its implementing procedures in information sheets. The project is required to comply with the building code, which ensures the safety of all new construction in the city. The building department will review the project plans for conformance with the recommendations in the project-specific geotechnical report during its review of the building permit for the project. In addition, the building department may require additional site-specific report(s) through the building permit application process and its implementing procedures, as needed. The building department's requirement for a geotechnical report and review of the building permit application pursuant to its implementation of the building code would ensure that the proposed project would not result in any significant impacts related to soils, seismicity or other geological hazards.

E.15.b) The project site is occupied by an existing building with a paved parking area and is entirely covered with impervious surfaces. For these reasons, construction of the proposed project would not result in the loss of substantial topsoil. Site preparation and excavation activities would disturb soil to a depth of approximately 40 feet below ground surface (52 feet below ground surface if drilled piers are required), creating the potential for windborne and waterborne soil erosion. However, the project would be required to comply with the Construction Site Runoff Ordinance, which requires all construction sites to implement best management practices to prevent the discharge of sediment, stormwater, non-stormwater and waste runoff from a construction site. For construction projects disturbing 5,000 square feet or more, such as the proposed project, a project must also implement an approved erosion and sediment control plan that details the use, location and emplacement of sediment and control devices. These measures would reduce the potential for erosion during construction. Therefore, the proposed project would not result in significant impacts related to soil erosion or the loss of topsoil.

E.15.f) Paleontological resources, or fossils, are the remains, imprints, or traces of mammals, plants, and invertebrates from a previous geological period. Such fossil remains as well as the geological formations that contain them are also considered a paleontological resource. Together, they represent a limited, nonrenewable scientific and educational resource. The potential to affect fossils varies with the depth of disturbance, construction activities, and previous disturbance.

The project site is underlain by poorly graded sand from the ground surface to the maximum depth explored at 50 feet below ground surface. Materials that were bored as part of the geotechnical investigation were of a dense consistency below the groundwater table that was located at 21 feet below grade. From a review of the California Division of Mines and Geology, Seismic Hazard Zones map, artificial fill materials were placed historically beneath Sloat Boulevard and the southern margin of the project site. The proposed project would excavate to a depth of 40 feet below grade (approximately 52 feet below grade if drilled piers are used to support the foundation), which would occur mainly in the poorly graded sand and in artificial fill material at a small portion of the southern end of the site. Due to the lack of fossils contained in artificial fill material, the possibility that fossils would be encountered during project construction is low. Based on the underlying site

conditions and the depth of excavation, construction of the proposed project would not affect a unique paleontological resource or site. Therefore, this impact would be less than significant, and no mitigation measures are necessary.

Cumulative Analysis

The project would not include septic systems or alternative waste disposal systems and would have no impacts on paleontological resources or unique geologic features. Therefore, the proposed project would not have the potential to combine with effects of cumulative projects to result in cumulative impacts related to those topics.

Environmental impacts related to geology and soils are generally site-specific. Nearby cumulative development projects would be subject to the same seismic safety standards in the building code and design review procedures applicable to the proposed project. The building department in its review of the permits for the project and cumulative projects would ensure conformance with geotechnical recommendations in site-specific geotechnical reports. These regulations would ensure that cumulative effects of development on seismic safety, geologic hazards, and erosion are less than significant. The project excavation would encounter poorly graded sand and artificial fill in a small area in the southern portion of the site, which is unlikely to contain paleontological resources; therefore, it would have a less-than-significant effect on paleontological resources. For these reasons, the proposed project would not combine with cumulative projects in the project vicinity to create a significant cumulative impact related to geology and soils, including paleontology.

Conclusion

For the reasons stated above, the proposed project would not result in a significant individual or cumulative impact related to geology and soils. Therefore, the proposed infill project would not have a new peculiar significant impact not previously identified in the Housing Element EIR related to geology and soils, nor a more severe adverse significant impact due to substantial new information. No project-specific mitigation measures or additional environmental review is required for this topic.

E.16 Hydrology and Water Quality

Housing Element Hydrology and Water Quality Findings

The Housing Element EIR hydrology and water quality findings are discussed in the EIR on pages 4.1-196 through 4.1-204. The EIR determined that future development consistent with the housing element update would not result in a significant impact on hydrology and water quality, including the combined sewer system and the potential for combined sewer outflows. No mitigation measures were identified in the Housing Element EIR.

Project Analysis

Topics:	Analyzed in the Prior EIR	Not Analyzed in the Prior EIR: No Impact	Substantially Mitigated by Uniformly Applicable Development Policies	Less than Significant or Less than Significant with Mitigation Incorporated	Significant Impact
Would the project:					
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☒	☐	☐	☐	☐
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☒	☐	☐	☐	☐
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner that would:	☒	☐	☐	☐	☐
(i) Result in substantial erosion or siltation on- or off-site;	☒	☐	☐	☐	☐
(ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;	☒	☐	☐	☐	☐
(iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☒	☐	☐	☐	☐
(iv) Impede or redirect flood flows?	☒	☐	☐	☐	☐
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☒	☐	☐	☐	☐
e) Conflict or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☒	☐	☐	☐	☐

E.16.a) The project would generate wastewater and stormwater discharges typical of urban commercial uses. Wastewater and stormwater from the project site would be accommodated by the city's sewer system and treated at the Oceanside Water Pollution Control Plant to the standards set by the San Francisco Bay Regional Water Quality Control Board, therefore, the proposed project would not exceed the waste discharge requirements of the water quality board. Furthermore, as discussed in topic E. 15.b, the project is required to

comply with the Construction Site Runoff Ordinance, which requires all construction sites to implement best management practices to prevent the discharge of sediment, non-stormwater and waste runoff from a construction site. The city's compliance with the requirements of its NPDES permit and the project's compliance with Construction Site Runoff Ordinance would ensure that the project would not result in significant impacts to water quality.

E.16.b) As discussed under topic E.15, groundwater is approximately 21 feet below the ground surface at the project site and may be encountered during excavation, which would occur to a depth of at least 40 feet and potentially up to 52 feet below ground surface. Therefore, dewatering is likely to be necessary during construction. The project would not require long-term dewatering and does not propose to extract any underlying groundwater supplies during project operation. The project site is located in the Westside San Francisco Groundwater Basin. As stated in the Housing Element EIR, the Westside Basin provides up to 0.49 percent of the city's potable water supply, as well as non-potable uses at the nearby San Francisco Zoo and Lake Merced Golf Course. The EIR further noted the possibility that construction dewatering in areas with shallow groundwater may be required during excavation activities associated with future construction and found that dewatering during construction would not result in a loss of water that would substantially decrease groundwater supplies because dewatering activities would be temporary and short-term in duration. Consistent with findings in the EIR, the proposed project would only require temporary dewatering activities over a short-term period. For these reasons, the proposed project would not deplete groundwater supplies or substantially interfere with groundwater recharge. This impact would be less than significant, and no mitigation measures are necessary.

E.16.c) No streams or rivers exist in the vicinity of the project site. Therefore, the proposed project would not alter the course of a stream or river, or substantially alter the existing drainage pattern of the project site or area. For the reasons discussed in topics E.12.a and E.15.b, the proposed project would not substantially increase the rate or amount of surface runoff such that substantial flooding, erosion, or siltation would occur on or offsite. Compliance with the city's Stormwater Management Ordinance would ensure that design of the proposed project would include installation of appropriate stormwater management systems that retain runoff on site and limit substantial additional sources of polluted runoff.

E.16.d) The project site is not located within a 100-year flood hazard zone, or a tsunami or seiche hazard area. Therefore, topic 16.d is not applicable to the proposed project.

E.16.e) For the reasons discussed in topic E.16a, the project would not interfere with the San Francisco Bay water quality control plan. Further, the project site is not located within an area subject to a sustainable groundwater management plan and the project would not routinely extract groundwater supplies.

Cumulative Analysis

The proposed project would have no impact with respect to the following topics and therefore would not have the potential to contribute to any cumulative impacts for those resource areas: location of the project site within a 100-year flood hazard area, tsunami or seiche zone, alterations to a stream or river or changes to existing drainage patterns. The proposed project and other development within San Francisco would be required to comply with the stormwater management and construction site runoff ordinances that would reduce the amount of stormwater entering the combined sewer system and prevent discharge of construction-related pollutants into the sewer system. As the project site is not located in a groundwater basin that is used for water supply, the project would not combine with cumulative projects to result in significant cumulative

impacts to groundwater. Therefore, the proposed project in combination with other projects would not result in significant cumulative impacts related to hydrology and water quality.

Conclusion

For the reasons stated above, the proposed project would not result in a significant individual or cumulative impact related to hydrology and water quality. Therefore, the proposed infill project would not have a new peculiar significant impact not previously identified in the Housing Element EIR related to hydrology and water quality, nor a more severe adverse significant impact due to substantial new information. No project-specific mitigation measures or additional environmental review is required for this topic.

E.17 Hazards and Hazardous Materials

Housing Element Hazards and Hazardous Materials Findings

The Housing Element EIR hazards and hazardous materials findings are discussed in the EIR on pages 4.1-217 through 4.1-224. The EIR found that implementation of the housing element update would not result in any significant impacts with respect to hazards or hazardous materials that could not be mitigated to a less-than-significant level. The EIR determined that compliance with the Health Code, which incorporates state and federal requirements, would minimize potential exposure of site personnel and the public to any accidental releases of hazardous materials or waste and would also protect against potential environmental contamination. In addition, transportation of hazardous materials is regulated by the California Highway Patrol and the California Department of Transportation. Therefore, potential impacts related to the routine use, transport, and disposal of hazardous materials associated with housing element update implementation were founds to be less than significant.

The EIR determined that compliance of subsequent development projects with the San Francisco fire and building codes, which are implemented through the City's ongoing building permit review process, would ensure that potential fire hazards related to development activities would be minimized to less-than-significant levels. San Francisco is not within two miles of an airport land use plan or an airport or private air strip, and, therefore, would not interfere with air traffic or create safety hazards in the vicinity of an airport. The Housing Element EIR determined that cumulative impacts related to hazards or hazardous materials would be less than significant.

The Housing Element EIR determined that demolition and renovation of buildings in the city could expose workers and the public to hazardous building materials or release those materials into the environment. However, local, state, and federal regulations for the safe handling and disposal of hazardous building materials are in place, which would reduce any potential impacts to a less-than-significant level.

Project Analysis

Topics:	Analyzed in the Prior EIR	Not Analyzed in the Prior EIR			
		No Impact	Substantially Mitigated by Uniformly Applicable Development Policies	Less than Significant or Less than Significant with Mitigation Incorporated	Significant Impact
Would the project:					
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☒	☐	☐	☐	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☒	☐	☐	☐	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☒	☐	☐	☐	☐
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☒	☐	☐	☐	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☒	☐	☐	☐	☐
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☒	☐	☐	☐	☐
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	☒	☐	☐	☐	☐

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

E.17.a) Hazardous materials may be stored on site during construction of the proposed project. These hazardous materials may include fuel for construction equipment, paints, solvents, and other types of

construction materials that may contain hazardous ingredients. Transportation of hazardous materials to and from the project site would occur on designated hazardous materials routes, by licensed hazardous materials handlers, as required, and would be subject to regulation by the California Highway Patrol and the California Department of Transportation. Compliance with these regulations would reduce any risk from the routine transport, use, or disposal of hazardous materials to a less-than-significant level and no mitigation would be required.

The proposed project's cultural/institutional/educational, restaurant/bar/event space, and recreational uses would likely result in the use of common types of hazardous materials, such as cleaning products, disinfectants, and pool chemicals. These products are labeled to inform users of their potential risks and to instruct them in appropriate handling procedures. Most of these materials are consumed through use, resulting in relatively little waste. Any chemical waste generated by the project would be used, stored, and disposed of according to manufacturer requirements and subject to existing regulatory programs. For these reasons, hazardous materials used during project operation would not pose any substantial public health or safety hazards through their routine transport, use, or disposal. Therefore, this impact would be less than significant and would not result in new or more severe impacts related to the use of hazardous materials not identified in the Housing Element EIR.

E.17.b)

Hazardous Building Materials

The project site is occupied by a building that was constructed in 1975, which would be demolished by the proposed project. Based on the date of construction of the building, asbestos-containing materials (ACMs) may still be present in building materials that could become airborne as a result of demolition disturbance.

The California Department of Toxic Substance Control considers asbestos hazardous, and removal of ACMs is required prior to demolition or construction activities that could result in disturbance of these materials. Asbestos-containing materials must be removed in accordance with local and state regulations, Bay Area Air Quality Management District (air district), the California Occupational Safety and Health Administration (occupational safety and health administration), and California Department of Health Services requirements.

Specifically, section 19827.5 of the California Health and Safety Code 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 California legislature vests the air district with the authority to regulate airborne pollutants, including asbestos, through both inspection and law enforcement, and the air district is to be notified 10 days in advance of any proposed demolition or abatement work. Any asbestos-containing material disturbance at the project site would be subject to the requirements of air district Regulation 11, Rule 2: Hazardous Materials—Asbestos Demolition, Renovation, and Manufacturing. The local office of the occupational safety and health administration must also be notified of any asbestos abatement to be carried out. Asbestos abatement contractors must follow state regulations contained in Title 8 of California Code of Regulations section 1529 and sections 341.6 through 341.14, where there is asbestos related work involving 100 gsf or more of asbestos-containing material. The owner of the property where abatement is to occur must have a Hazardous Waste Generator Number assigned by and registered with the Office of the California Department of Health Services. The contractor and hauler of the material are required to file a Hazardous Waste Manifest that details the

hauling of the material from the site and the disposal of it. Pursuant to California law, the building department would not issue the required permit until the applicant has complied with the requirements described above.

These regulations and procedures already established as part of the building permit review process would ensure that any potential impacts due to asbestos would be reduced to a less-than-significant level.

Similar to ACMs, lead-based paint could be present at the site, based on the age of the building. Work that could result in disturbance of lead paint must comply with section 3426 of the San Francisco Building Code, Work Practices for Lead-Based Paint on Pre-1979 Buildings and Steel Structures. Where there is any work that may disturb or remove lead paint on the exterior of any building built prior to 1979, section 3426 requires specific notification and work standards, and identifies prohibited work methods and penalties.

Section 3426 applies to the exterior of all buildings or steel structures on which original construction was completed prior to 1979 (which are assumed to have lead-based paint on their surfaces, unless demonstrated otherwise through laboratory analysis), and to the interior of residential buildings, hotels, and childcare centers. The ordinance 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 disturbances or removal of lead-based paint. Any person performing work subject to the ordinance shall, to the maximum extent possible, protect the ground from contamination during exterior work; protect floors and other horizontal surfaces from work debris during interior work; and make all reasonable efforts to prevent migration of lead paint contaminants beyond containment barriers during the course of the work. Clean-up standards require the removal of visible work debris, including the use of a High Efficiency Particulate Air Filter vacuum following interior work.

The ordinance also includes notification requirements and requirements for signs. Prior to the commencement of work, the responsible party must provide written notice to the director of the building department, of the address and location of the project; the scope of work, including specific location within the site; methods and tools to be used; the approximate age of the structure; anticipated job start and completion dates for the work; whether the building is residential or nonresidential, owner-occupied or rental property; the dates by which the responsible party has fulfilled or will fulfill any tenant or adjacent property notification requirements; and the name, address, telephone number, and pager number of the party who will perform the work. Further notice requirements include a Posted Sign notifying the public of restricted access to the work area, a Notice to Residential Occupants, Availability of Pamphlet related to protection from lead in the home and Notice of Early Commencement of Work (by Owner, Requested by Tenant), and Notice of Lead Contaminated Dust or Soil, if applicable. Section 3426 contains provisions regarding inspection and sampling for compliance by the San Francisco Department of Building Inspection, as well as enforcement, and describes penalties for non-compliance with the requirements of the ordinance.

The proposed demolition would also be subject to the occupational safety and health administration's Lead in Construction Standard (8 CCR section 1532.1). This standard requires development and implementation of a lead compliance plan when materials containing lead would be disturbed during construction. The plan must describe activities that could emit lead, methods that will be used to comply with the standard, safe work practices, and a plan to protect workers from exposure to lead during construction activities. The occupational

safety and health administration would require 24-hour notification if more than 100 square feet of materials containing lead would be disturbed.

Implementation of procedures required by section 3426 of the building code and the Lead in Construction Standard would ensure that potential impacts of demolition or renovation of structures with lead-based paint would be less than significant.

Soil and Groundwater Contamination

Article 22A of the Health Code, also known as the Maher Ordinance, addresses properties throughout the city where there is potential to encounter hazardous materials, primarily industrial zoning districts, sites with current or former industrial uses or underground storage tanks, sites with historic bay fill, and sites close to freeways or underground storage tanks. The Maher Ordinance, which is implemented by the San Francisco Department of Public Health, requires appropriate handling, treatment, disposal, and remediation of contaminated soils that are encountered in the building construction process. All projects in the city 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. Some projects that disturb less than 50 cubic yards may also be subject to the Maher Ordinance if they propose to a change of use from industrial (e.g., gas stations, dry cleaners, etc.) to sensitive uses (e.g., residential, medical, etc.).

The proposed project would excavate to a maximum depth of 40 feet below grade (or approximately 52 feet below grade if drilled piers are used to support the foundation), over an area of approximately 16,120 square feet for a total of 19,860 cubic yards of excavation. Therefore, the project is subject to the Maher Ordinance. The Maher Ordinance requires the project sponsor to retain the services of a qualified professional to prepare a *phase 1 environmental site assessment*. The phase 1 assessment 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 known as a *phase 2 environmental site assessment*. Where such analysis reveals the presence of hazardous substances that exceed state or federal standards, the project sponsor is required to submit a site mitigation plan to the health department or other appropriate state or federal agency(ies), and to remediate any site contamination prior to the issuance of any building permit.

In compliance with the Maher Ordinance, the project sponsor has filed an application for a Maher permit with the health department and a phase 1 site assessment[77] has been prepared to assess the potential for site contamination. The results of the Phase I Site Assessment Report indicated that there is no evidence of Recognized Environmental Conditions on the project site. Therefore, the project would not be expected to result in any significant impacts related to subsurface hazardous materials.

E.17.c) Ulloa Elementary School is a public school located at 2650 42nd Avenue within a quarter mile of the project site. In addition, there are four childcare centers located within a quarter mile of the project site: Starlight Two, located at 3155 Vicente Street; the Ark Christian Preschool, located at 3141 Vicente Street; Creative Montessori Preschool childcare center, located at 3101 Vicente Street; and Ulloa Children's Center, located at 2650 42nd Avenue.

77 ICES Innovative and Creative Environmental Solutions, *Phase I Environmental Site Assessment: 2700 45th Avenue, San Francisco, California*, October 5, 2021.

As stated above, the project proposes demolition of the existing three-story mixed-use, cultural/institutional/educational building and construction of a new six-story over two-level basement, mixed-use commercial building. Ground-disturbing activities would be limited to 12-months during the proposed construction period. The project sponsor would be required to comply with regulations described above in E.17.a) and b), which would ensure that hazardous materials are handled safely and would not be released within one-quarter mile of schools. In addition, as discussed in under Section E.16, Hydrology and Water Quality, the project would comply with requirements for the handling and disposal of contaminated groundwater. Therefore, there would be limited potential for such materials to affect schools in the vicinity, and the proposed project would have a less than significant impact with respect to the handling of hazardous materials within one-quarter mile radius of an existing or proposed school. Therefore, the proposed project would not result in new or more severe hazardous materials impacts to schools not identified in the Housing Element EIR. Impacts related to emissions from construction vehicles are discussed in Section E.7, Air Quality.

E.17.f) The proposed project, located within a city block, would not impair implementation of an emergency response or evacuation plan adopted by the City of San Francisco. Project construction and operation would not close roadways or impede access to emergency vehicles or emergency evacuation routes. Thus, the proposed project would not obstruct implementation of the city's emergency response and evacuation plans, and potential impacts would be less than significant.

Cumulative Analysis

Environmental impacts related to hazards and hazardous materials are generally site-specific. Nearby cumulative development projects would be subject to the same regulations addressing use of hazardous waste (laws regulating the disposal of hazardous materials and Article 22 of the health code), hazardous soil and groundwater (Article 22A of the health code) and building and fire codes addressing emergency response and fire safety. For these reasons, the proposed project would not combine with other projects in the project vicinity to create a significant cumulative impact related to hazards and hazardous materials.

Conclusion

Based on the above, the proposed infill project would not have a new peculiar significant impact not previously identified in the Housing Element EIR related to hazards and hazardous materials, nor a more severe adverse significant impact due to substantial new information. No project-specific mitigation measures or additional environmental review is required for this topic.

E.18 Mineral Resources

Housing Element Mineral Resources Findings

The Housing Element EIR determined that San Francisco does not contain any mineral resources. This is discussed in EIR p. 4.1-233.

Project Analysis

Topics:	Analyzed in the Prior EIR	Not Analyzed in the Prior EIR: No Impact	Substantially Mitigated by Uniformly Applicable Development Policies	Less than Significant or Less than Significant with Mitigation Incorporated	Significant Impact
Would the project:					
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☒	☐	☐	☐	☐
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☒	☐	☐	☐	☐

The project site is not located in an area with known mineral resources and would not routinely extract mineral resources. Therefore, the proposed project would have no impact on mineral resources. The proposed project would have no impact on mineral resources and therefore would not have the potential to contribute to any cumulative mineral resource impact. For the reasons stated above, the proposed project would not result in significant impacts either individually or cumulatively related to mineral resources. Therefore, the proposed project would not result in new or more severe impacts on mineral resources not identified in the Housing Element EIR.

E.19 Energy Resources

Housing Element Energy Resources Findings

The Housing Element EIR energy resources findings are discussed in the EIR on pages 4.1-229 through 4.1-233. The EIR determined that construction and operations associated with the housing element update would not encourage the use of large amounts of fuel, water, or energy or use these in a wasteful manner. Therefore, the Housing Element EIR concluded that housing element update would not result in a significant impact on energy resources. No mitigation measures were identified in the Housing Element EIR.

Project Analysis

Topics:	Analyzed in the Prior EIR	Not Analyzed in the Prior EIR: No Impact	Substantially Mitigated by Uniformly Applicable Development Policies	Less than Significant or Less than Significant with Mitigation Incorporated	Significant Impact
Would the project:					

		Not Analyzed in the Prior EIR			
Topics:	Analyzed in the Prior EIR	No Impact	Substantially Mitigated by Uniformly Applicable Development Policies	Less than Significant or Less than Significant with Mitigation Incorporated	Significant Impact
a) Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☒	☐	☐	☐	☐
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☒	☐	☐	☐	☐

E.19.a) Project construction would require the use of fuel- and electric-powered equipment and vehicles. The amount of fuel used for construction workers' commute trips would be limited to the duration of construction. Project construction would not encourage activities that would result in the use of large amounts of fuel, water, or energy, or use them in a wasteful manner.

The proposed project would be required to comply with title 24 of the California Code of Regulations and the 2019 San Francisco Green Building Ordinance. The San Francisco Green Building Ordinance, which aims to reduce impacts that buildings have on the environment, was updated in 2016 to incorporate changes to California's Green Building Standards and title 24 of the Energy Efficiency Standards (part 6). New commercial buildings that are 10 stories or less, such as the proposed project, are required to install solar electric, thermal, or green roofs, and to meet San Francisco's green building requirements tied to LEED and GreenPoint building rating systems. Documentation demonstrating compliance with title 24 would be submitted with a building permit application. The title 24 standards and requirements would be enforced by the San Francisco Department of Building Inspection. The proposed project would incorporate solar photovoltaic panels on the new building's roof. The energy generated from the solar photovoltaic panels would provide a sustainable form of power for the building. The proposed project also would meet certification requirements to attain a LEED Gold rating, and would minimize the wasteful, inefficient, or unnecessary consumption of energy resources during operation. Therefore, this impact would be less than significant and would not result in new or more severe impacts related to energy resource not identified in the Housing Element EIR.

E.19.b) State plans for renewable energy and energy efficiency include California's Renewables Portfolio Standard Program (as revised by Senate Bill No. 100) [78] and the California Energy Efficiency Strategic Plan. The renewables standard program requires utilities to increase their renewable energy generation to 60 percent by 2030, and for all of the state's electricity to come from carbon-free resources by 2045. [79] The plan, which was developed in 2008, outlines goals to improve the energy efficiency of new construction within all major sectors throughout the state. Local plans include the City of San Francisco's energy efficiency requirements. The proposed project would increase energy efficiency because the new building would adhere to current energy conservation measures, including those detailed in the San Francisco Green Building Code and title 24 of the

78 California Legislative Information, 2018, SB-100 California Renewables Portfolio Standard Program: emissions of greenhouse gases.

79 California Public Utilities Commission, 2020, Renewables Portfolio Standard (RPS) Program.

California Energy Efficiency Standards. Solar photovoltaic panels would be installed on the roof of the new building, generating sustainable energy during operation. Therefore, the proposed project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. This impact would be less than significant and would not result in new or more severe impacts related to energy resource not identified in the Housing Element EIR.

Cumulative

All development projects within San Francisco are required to comply with applicable regulations in the city's Green Building Ordinance and Title 24 of the California Code of Regulations that reduce both energy use and potable water use. The majority of San Francisco is located within a transportation analysis zone that experiences low levels of VMT per capita compared to regional VMT levels, as is the cumulative project identified at 2700 Sloat Boulevard. Therefore, the proposed project, in combination with other reasonably foreseeable cumulative projects would not encourage activities that result in the use of large amounts of fuel, water, or energy or use these in a wasteful manner.

Conclusion

For the reasons stated above, the proposed project would not result in significant impacts either individually or cumulatively related to energy resources. Therefore, the proposed project would not result in new or more severe impacts on energy resources not identified in the Housing Element EIR.

E.20 Agriculture and Forest Resources

Housing Element Agricultural and Forest Resources Findings

The Housing Element EIR determined that San Francisco does not contain any agricultural resources or forest resources. This is discussed in EIR p. 4.1-233.

Project Analysis

		Not Analyzed in the Prior EIR			
Topics:	*Analyzed in the Prior EIR*	*No Impact*	*Substantially Mitigated by Uniformly Applicable Development Policies*	*Less than Significant or Less than Significant with Mitigation Incorporated*	*Significant Impact*
Would the project:					
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☒	☐	☐	☐	☐
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☒	☐	☐	☐	☐

Topics:	Analyzed in the Prior EIR	Not Analyzed in the Prior EIR: No Impact	Substantially Mitigated by Uniformly Applicable Development Policies	Less than Significant or Less than Significant with Mitigation Incorporated	Significant Impact
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)) or timberland (as defined by Public Resources Code Section 4526)?	☒	☐	☐	☐	☐
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☒	☐	☐	☐	☐
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or forest land to non-forest use?	☒	☐	☐	☐	☐

E.20.a)-e) The project site is within an urbanized area that does not contain any prime farmland, unique farmland, or farmland of statewide importance; forest land; or land under Williamson Act contract. The area is not zoned for any agricultural uses. Topics 20 a through e are not applicable to the proposed project and the project would have no impact either individually or cumulatively on agricultural or forest resources.

For the above reasons, the proposed project would not result in new or more severe impacts to agricultural or forest resources not identified in the Housing Element EIR.

E.21 Wildfire

Housing Element Wildfire Findings

The Housing Element EIR determined that San Francisco is not in a wildfire hazard zone. This is discussed in EIR p. 4.1-233.

Project Analysis

Topics:	Analyzed in the Prior EIR	Not Analyzed in the Prior EIR: No Impact	Substantially Mitigated by Uniformly Applicable Development Policies	Less than Significant or Less than Significant with Mitigation Incorporated	Significant Impact
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:					
a) Substantially impair an adopted emergency response plan or emergency evacuation plans?	☒	☐	☐	☐	☐

		Not Analyzed in the Prior EIR				
	Topics:	Analyzed in the Prior EIR	No Impact	Substantially Mitigated by Uniformly Applicable Development Policies	Less than Significant or Less than Significant with Mitigation Incorporated	Significant Impact
b)	Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☒	☐	☐	☐	☐
c)	Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☒	☐	☐	☐	☐
d)	Expose people or structures to significant risks including downslope or downstream flooding or landslides as a result of runoff, post-fire slope instability, or drainage changes?	☒	☐	☐	☐	☐

E.21.a)-d) The project site is not located in or near state responsibility lands for fire management or lands classified as very high fire hazard severity zones. Therefore, this topic is not applicable to the project.

F. Public Notice and Comment

A "Notification of Project Receiving Environmental Review" was mailed on August 29, 2022 to adjacent occupants and owners of properties within 300 feet of the project site, as well as Parkside and city-wide neighborhood group lists. Two comments were received. One comment letter expressed concern over the scale of the building and noise, shadow, air quality, and transportation impacts. The second raised concerns related to transportation, wind, and shadow impacts. Overall, there issues raised by the public in response to the notice were taken into consideration and incorporated in the environmental review as appropriate for CEQA analysis. The proposed project would not result in significant adverse environmental impacts associated with the issues identified by the public beyond those identified in the Housing Element EIR.

G. Determination

As summarized above:

1. The proposed project is eligible for the streamlining procedures, as: the project site has been previously developed and is located in an urban area; the proposed project satisfies the performance standards provided in Appendix M of the CEQA Guidelines; and the project is consistent with the Sustainable Communities Strategy (Plan Bay Area);

2. The effects of the proposed infill project were analyzed in a prior EIR, and no new information shows that the adverse environmental effects of the infill project are more significant than that described in the prior EIR;

3. The proposed infill project would not cause any significant effects on the environment that either have not already been analyzed in a prior EIR or that are more significant than previously analyzed, or that uniformly applicable development policies would not substantially mitigate; and

4. The project sponsor will undertake feasible mitigation measures specified in the Housing Element EIR to mitigate project-related significant impacts.

Therefore, the proposed project is exempt from further environmental review pursuant to Public Resources Code Section 21094.5 and CEQA Guidelines Section 15183.3.

Devyani Jain for Lisa Gibson — July 17, 2023

Lisa Gibson — Date

Environmental Review Officer

H. Attachments

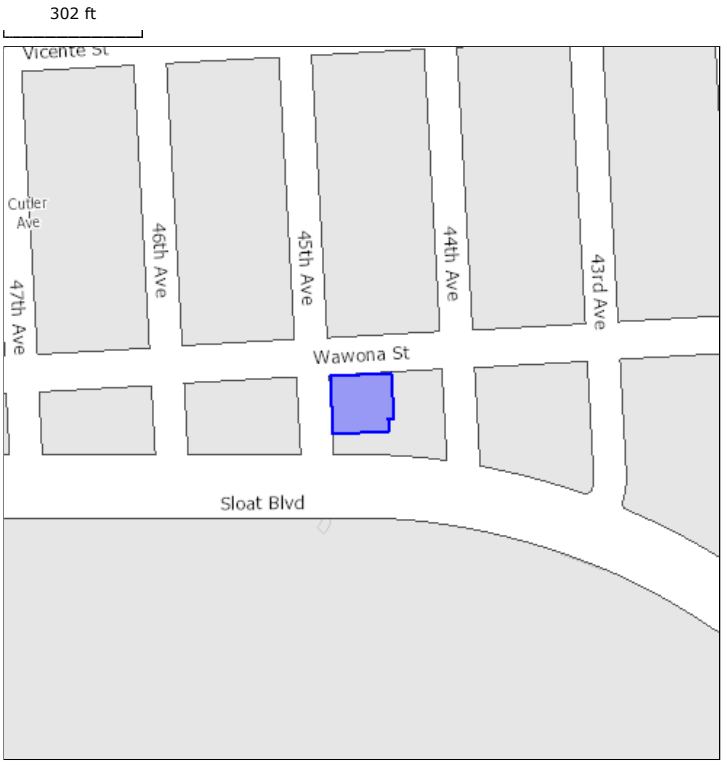
A. Figures

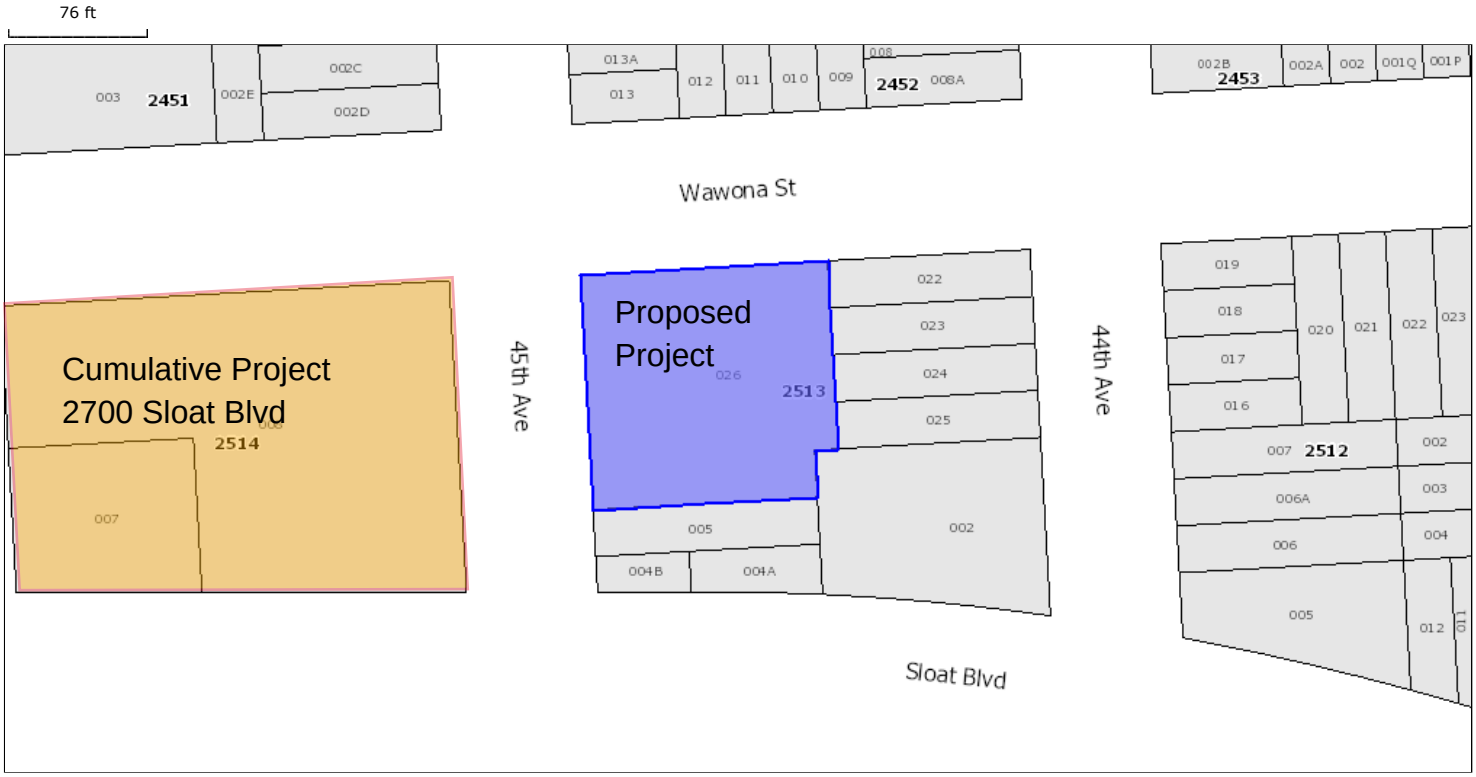
B. Mitigation Monitoring and Reporting Program

Attachment A – Figures

San Francisco Planning

United Irish Cultural Center





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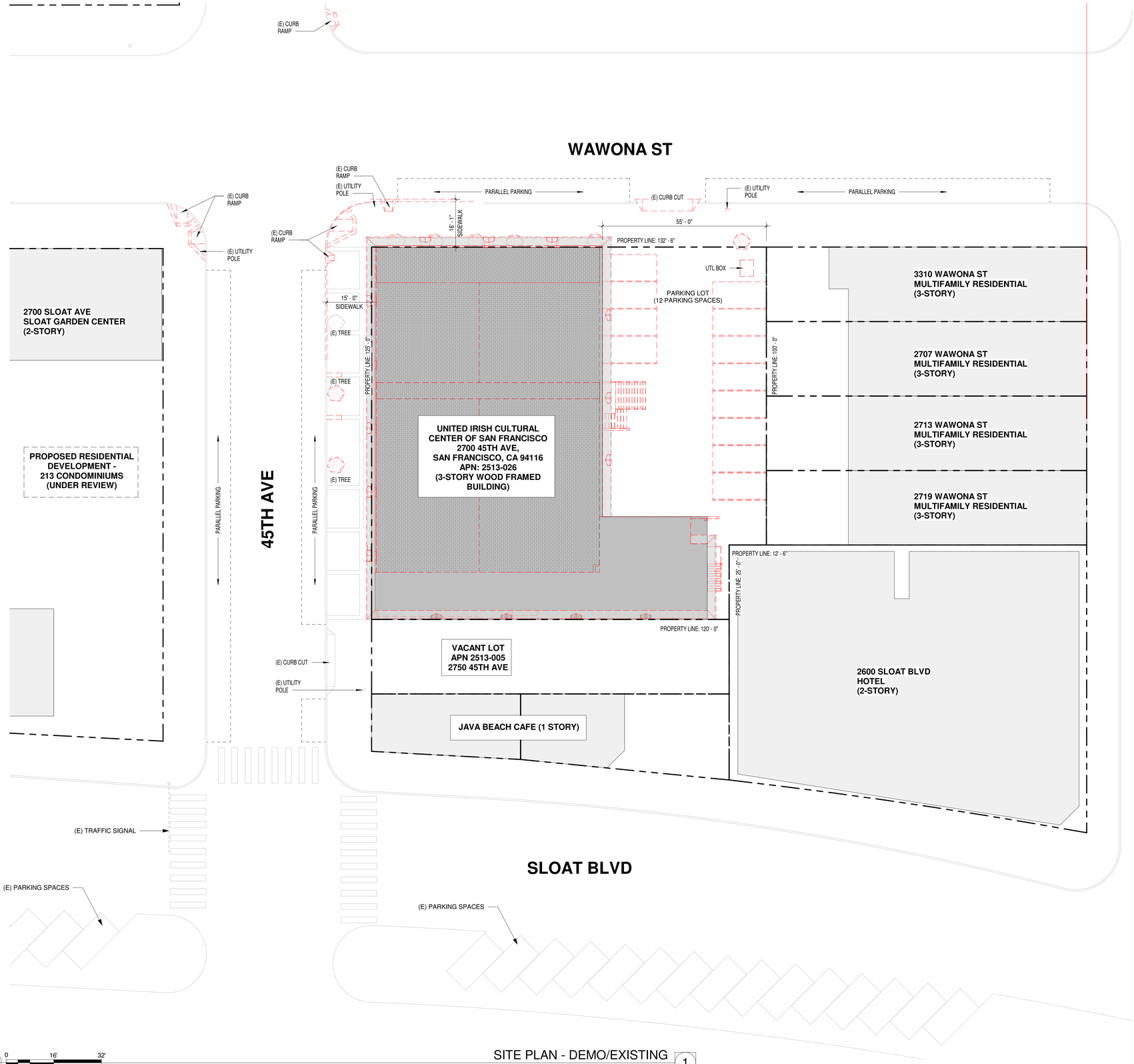

SITE PLAN - DEMO/EXISTING 1

1/16" = 1'-0"

GENERAL NOTES

1. THIS PROJECT IS LOCATED IN DOWNTOWN PARKING EXEMPT DISTRICT.
2. 2019 SFBC TABLE 601 TYPES OF CONSTRUCTION: TYPE IB
3. 2019 SFBC TABLE 602, FIRE RESISTANCE RATING REQUIREMENTS FOR NON-BEARING EXTERIOR WALLS BASED ON FIRE SEPARATION DISTANCE "X" (ASSEMBLY OCCUPANCY):
   X < 5' = 1 HOUR
   5' ≤ X < 10' = 1 HOUR
   10' ≤ X < 30' = 1 HOUR
   X ≥ 30' = 0 HOURS
4. 2019 SFBC TABLE 705.8, MAX AREA OF EXTERIOR WALL OPENINGS (UNPROTECTED, SPRINKLERED PER 903.3.1.1). SEE TABLE BELOW:

FACADE	STORY (ABOVE GRADE)	FSD	ALLOWABLE AREA	ACTUAL AREA
NORTH (WAWONA ST)	1	>30'	NO LIMIT	N/A
	2	>30'	NO LIMIT	N/A
	3	>30'	NO LIMIT	N/A
	4	>30'	NO LIMIT	N/A
	5	>30'	NO LIMIT	N/A
	6	>30'	NO LIMIT	N/A
SOUTH	1 (TYP)	0'	NOT PERMITTED	NONE
	1 (SETBACK)	15'-0" - 17'-8"	75%	71%
	2 (TYP)	0'	NOT PERMITTED	NONE
	2 (SETBACK)	16'-5" - 22'-10"	75%	100%
	3	0'	NOT PERMITTED	NONE
	3 (SETBACK)	3'-0"	15%	15%
	3 (SETBACK)	16'-5" - 22'-10"	75%	100%
	4	0'	NOT PERMITTED	NONE
	4 (SETBACK)	3' - 0"	15%	22%
	4 (SETBACK)	9'-2"	25%	92%
	5	0'	NOT PERMITTED	NONE
	5 (SETBACK)	4' - 6"	15%	20%
	5 (SETBACK)	9'-2"	25%	92%
	6	0'	NOT PERMITTED	NONE
	6 (SETBACK)	6' - 1"	25%	16%
	6 (SETBACK)	25'-0"	NO LIMIT	N/A
EAST	1	0'	NOT PERMITTED	NONE
	2	0'	NOT PERMITTED	NONE
	3	15' - 0"	45%	41%
	4	15' - 0"	45%	34%
	5	15' - 0"	45%	27%
	6	15' - 0"	45%	14%
WEST (45TH ST)	1	>30'	NO LIMIT	N/A
	2	>30'	NO LIMIT	N/A
	3	>30'	NO LIMIT	N/A
	4	>30'	NO LIMIT	N/A
	5	>30'	NO LIMIT	N/A
	6	>30'	NO LIMIT	N/A

5. POWER FROM UTILITY INTO PROPOSED TRANSFORMER VAULTS TO BE SUBTERRANEAN.

LEGEND

— — —	PROPERTY LINE

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REVISION HISTORY

NO.	REMARKS	DATE
3	SFMTA COMMENTS	4/13/2023

KEY

PLANNING APPLICATION

UNITED IRISH CULTURAL CENTER

2700 45TH AVE.

SAN FRANCISCO, CA 94116

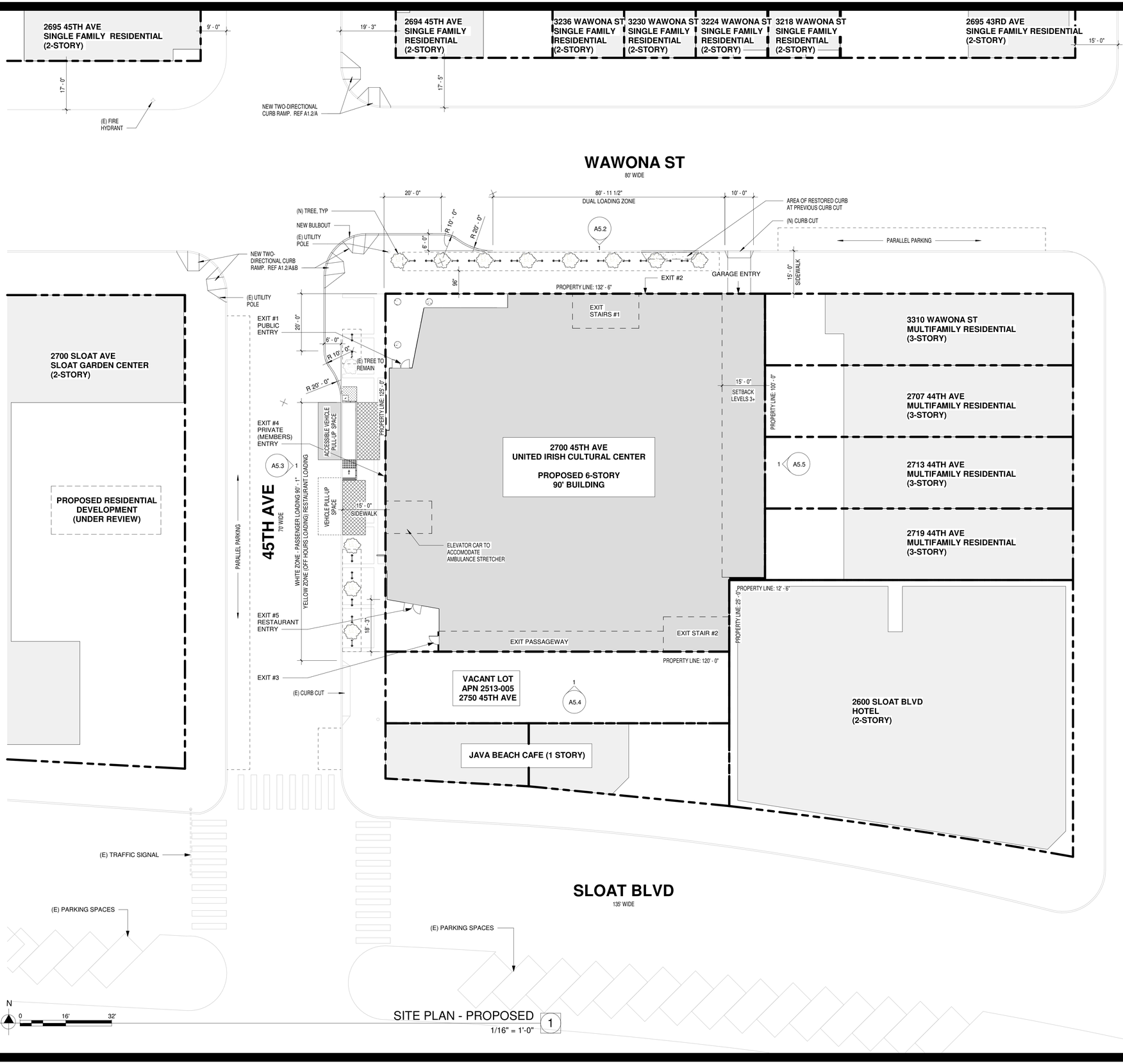
SITE PLAN - EXISTING/ DEMOLITION

Date
07/13/2023

Scale
As indicated

Project Number
20007

Drawing Number
A1.0



SITE PLAN - PROPOSED (1)
1/16" = 1'-0"

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	2 (SETBACK)	16'-5" - 22'-10"	75%	100%
	3	0'	NOT PERMITTED	NONE
	3 (SETBACK)	3'-0"	15%	15%
	3 (SETBACK)	16'-5" - 22'-10"	75%	100%
	4	0'	NOT PERMITTED	NONE
	4 (SETBACK)	3' - 0"	15%	22%
	4 (SETBACK)	9'-2"	25%	92%
	5	0'	NOT PERMITTED	NONE
	5 (SETBACK)	4' - 6"	15%	20%
	5 (SETBACK)	9'-2"	25%	92%
	6	0'	NOT PERMITTED	NONE
	6 (SETBACK)	6' - 1"	25%	16%
	6 (SETBACK)	25'-0"	NO LIMIT	N/A
EAST	1	0'	NOT PERMITTED	NONE
	2	0'	NOT PERMITTED	NONE
	3	15' - 0"	45%	41%
	4	15' - 0"	45%	34%
	5	15' - 0"	45%	27%
	6	15' - 0"	45%	14%
WEST (45TH ST)	1	>30'	NO LIMIT	N/A
	2	>30'	NO LIMIT	N/A
	3	>30'	NO LIMIT	N/A
	4	>30'	NO LIMIT	N/A
	5	>30'	NO LIMIT	N/A
	6	>30'	NO LIMIT	N/A

5. POWER FROM UTILITY INTO PROPOSED TRANSFORMER VAULTS TO BE SUBTERRANEAN.

LEGEND

— — —	PROPERTY LINE

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NO.	REMARKS	DATE
1	PCL REV 1	10/12/2022
2	SFMTA COMMENTS	11/26/2022

KEY

PLANNING APPLICATION

UNITED IRISH CULTURAL CENTER

2700 45TH AVE.

SAN FRANCISCO, CA 94116

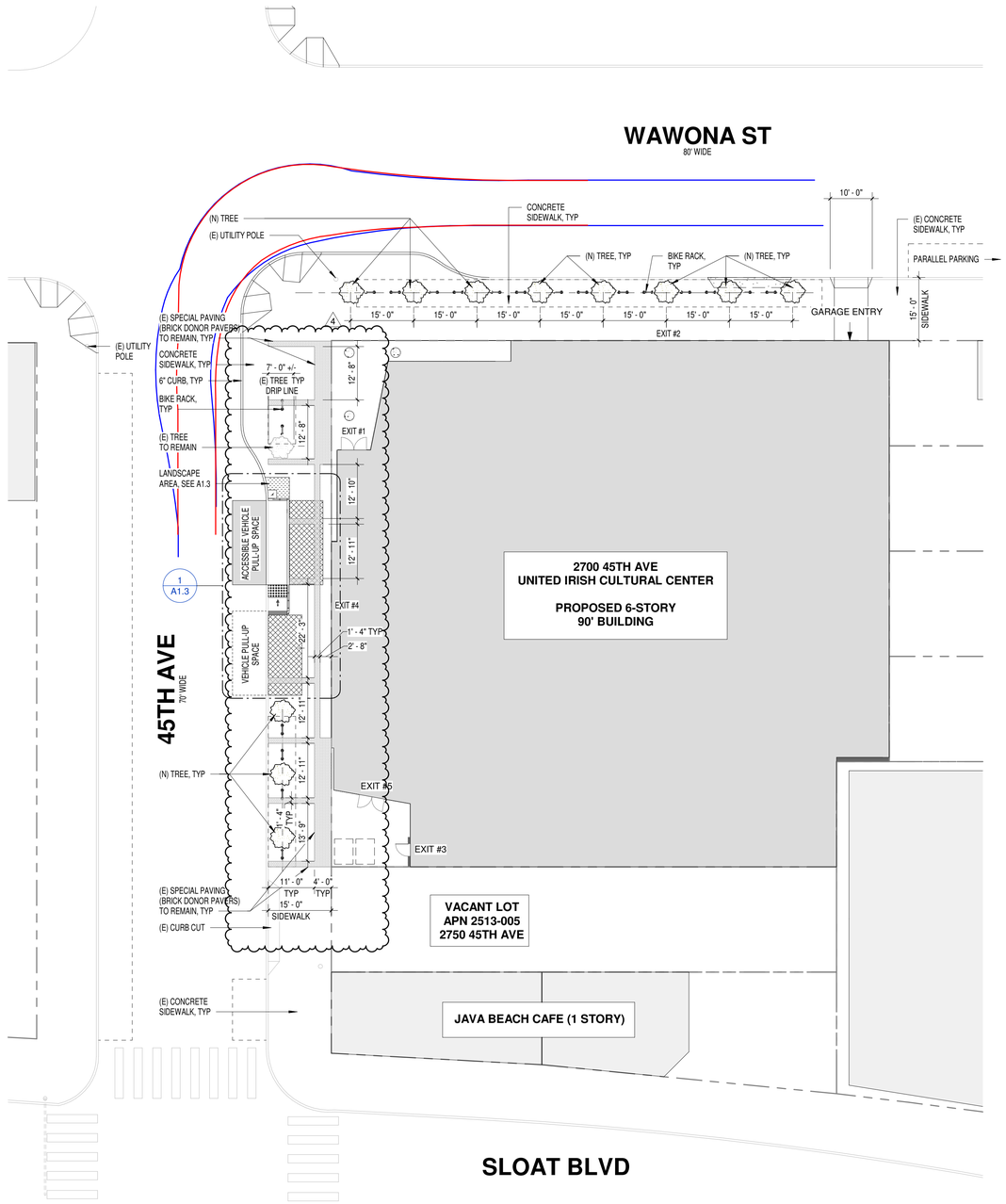
SITE PLAN - PROPOSED

Date
07/13/2023

Scale
As indicated

Project Number
20007

Drawing Number
A1.1



LANDSCAPING/ STREETSCAPE PLAN 1

1/16" = 1'-0"

GENERAL NOTES

1. NEW STREET TREES SHALL HAVE A MIN TRUNK DIA OF 2" AT 8-FT OF HEIGHT.
2. MIN TREE SIZE AT PLANTING IS A 24" BOX.
3. TREE BRANCHES THAT EXTEND INTO THE PATH OF TRAVEL MUST MAINTAIN 80" OF VERTICAL CLEARANCE.
4. TREE SPECIES, SIZE, AND SPACING TO BE CONFIRMED WITH BUREAU OF URBAN FORESTRY (BUF) AND ALIGN WITH SF BETTER STREETS PLAN.
5. BIKE RACKS SHOWN ARE THE INVERTED "U" RAIL RACK.
6. REF SHEET A1.2 FOR TURN TEMPLATE DIAGRAMS. TURNING LINEWORK IDENTIFIED ON THIS PLAN AS
7. ANY EXCAVATION WITHIN THE DRIPLINE OF TREES WILL REQUIRE A TREE PROTECTION PLAN BY PUBLIC WORKS.

4

– CUSTOM SFFD ENGINE

– CUSTOM SFFD LADDER

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NO.	REMARKS	DATE
1	PCL REV 1	10/12/2022
2	SFMTA COMMENTS	11/26/2022
3	SFMTA COMMENTS	4/13/2023
4	PCL REV 2	6/28/2023

KEY

PLANNING APPLICATION

UNITED IRISH CULTURAL CENTER

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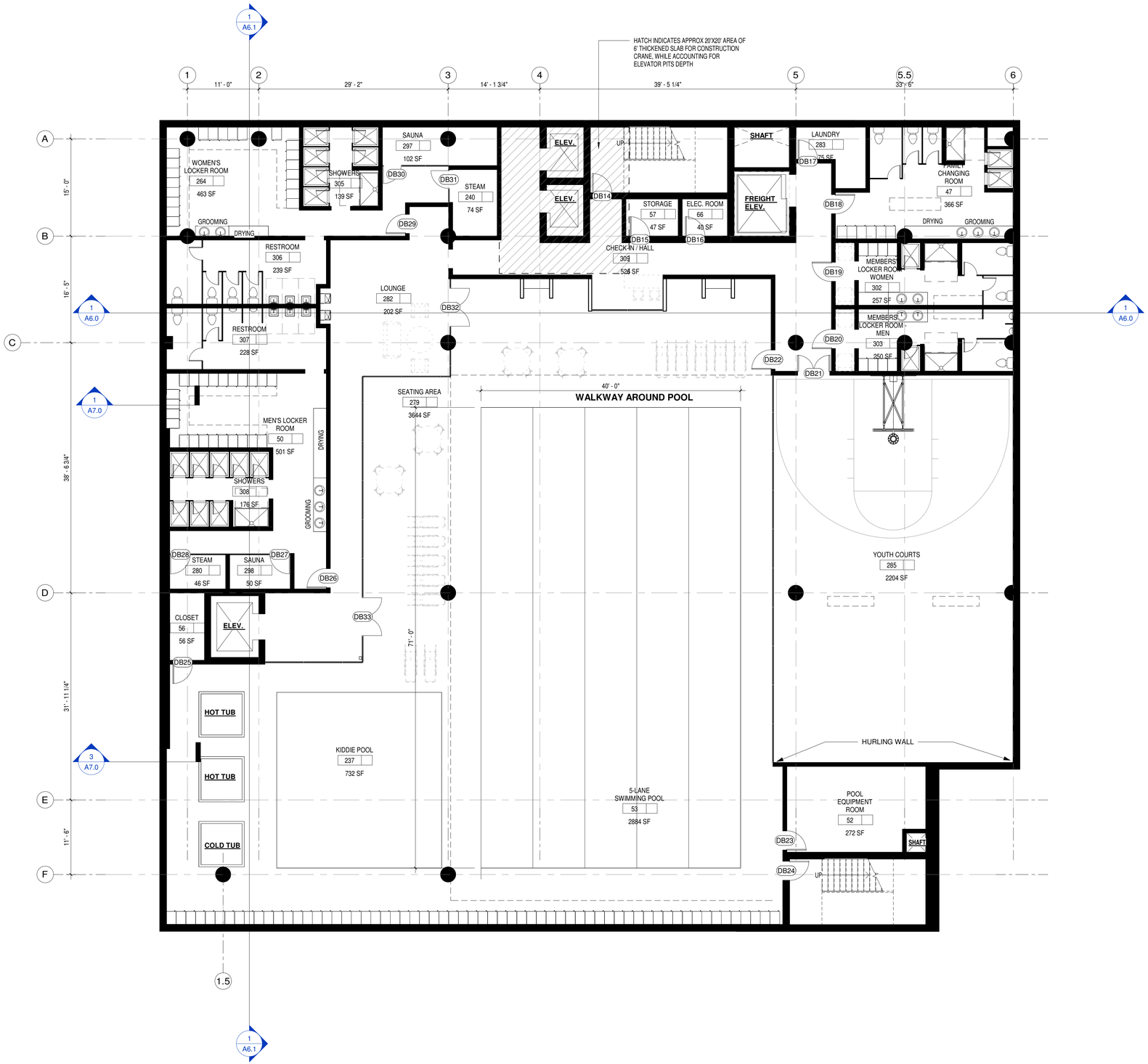
LANDSCAPING/ STREETSCAPE PLAN

Date
07/13/2023

Scale
1/16" = 1'-0"

Project Number
20007

Drawing Number
A1.10



B2 FLOOR PLAN
1/8" = 1'-0"

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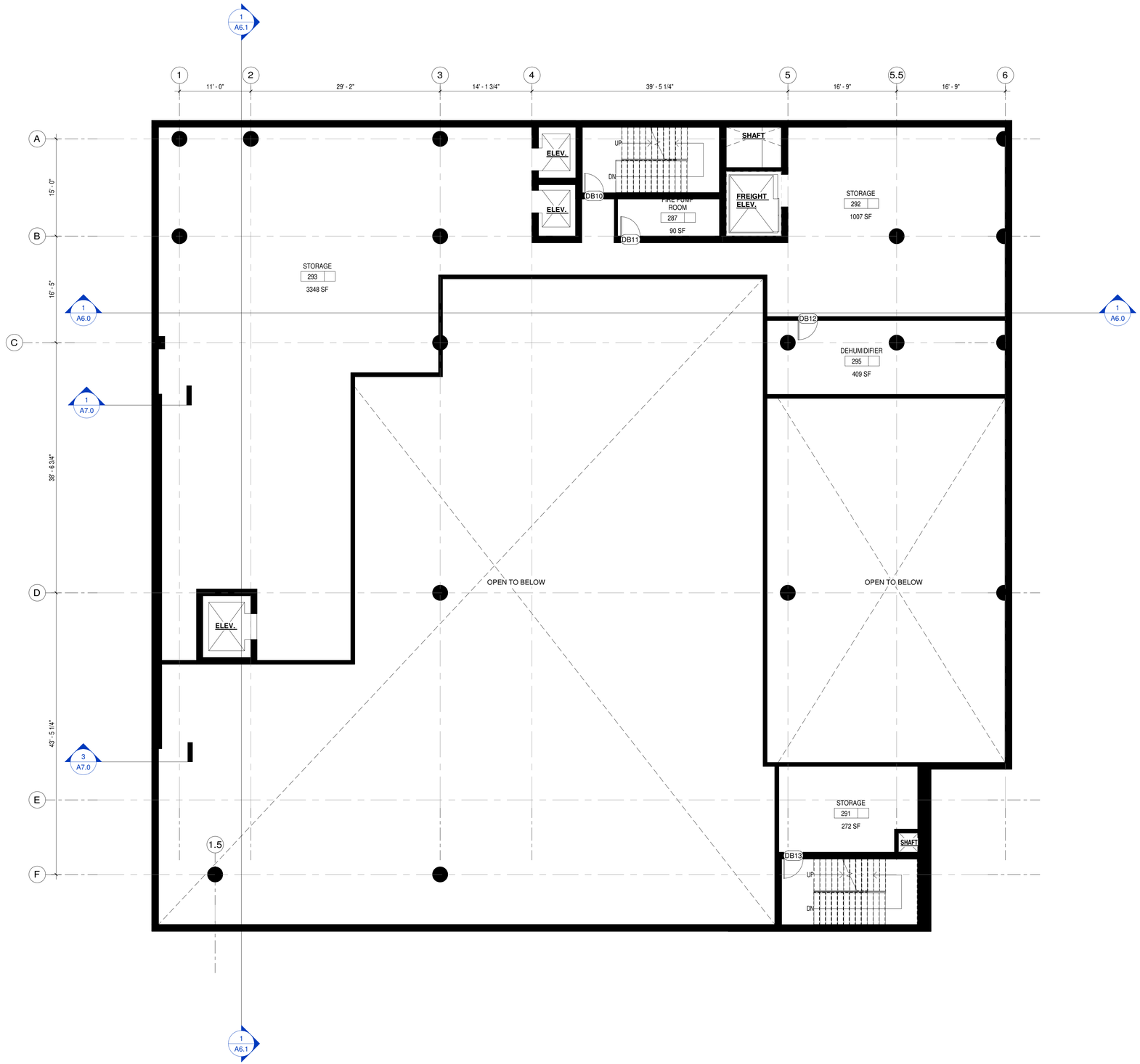
B2 FLOOR PLAN

Date
07/13/2023

Scale
1/8" = 1'-0"

Project Number
20007

Drawing Number
A2.3



B2 FLOOR MEZZANINE PLAN 1

1/8" = 1'-0"

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B2 MEZZANINE PLAN

Date
07/13/2023

Scale
1/8" = 1'-0"

Project Number
20007

Drawing Number
A2.3A

B1 FLOOR PLAN (1)
1/8" = 1'-0"

LEGEND

8' - 6 1/2" TYP
17' - 4 3/4" TYP
KLAUS SINGLE VARIO 2015 PARKING LIFT (TWO VEHICLES/LIFT)

9'x18'
STANDARD PARKING SPACE

9' x 18'
ACCESSIBLE PARKING SPACE WITH 5' WIDE ACCESS AISLE

VAN ACCESSIBLE PARKING SPACE WITH 5' WIDE ACCESS AISLE

BICYCLE PARKING COUNT

RESTAURANT/BAR OFA:
10,882 (REST.) + 1,103 (BAR) = 11,985

11,985/7500 = 1.6 = 2 CLASS 1 SPACES
11,985/750 = 16 CLASS 2 SPACES

COMMUNITY FACILITY OFA:
1,852 (PRIVATE) + 63,361 (PUBLIC) = 65,213

65,213/5000 = 13 CLASS 1 SPACES
65,213/2500 = 26 CLASS 2 SPACES

OFFICE USE OFA:
8,430

8,430/5000 = 1 CLASS 1 SPACE
8,430/5000 = 2 CLASS 2 SPACES

TOTAL REQUIRED (FOR PLANNING):
16 CLASS 1 SPACES, 42 PROVIDED
44 CLASS 2 SPACES, 44 PROVIDED

PARKING COUNT

TOTAL SPACES PROVIDED: (54)
REQUIRED ACCCESSIBLE SPACES: (2) PER 11B-208.2
REQUIRED VAN ACCESSIBLE SPACES: 1 PER 11B-208.2.4

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NO.	REMARKS	DATE
1	PCL REV 1	10/12/2022
4	PCL REV 2	6/28/2023

KEY

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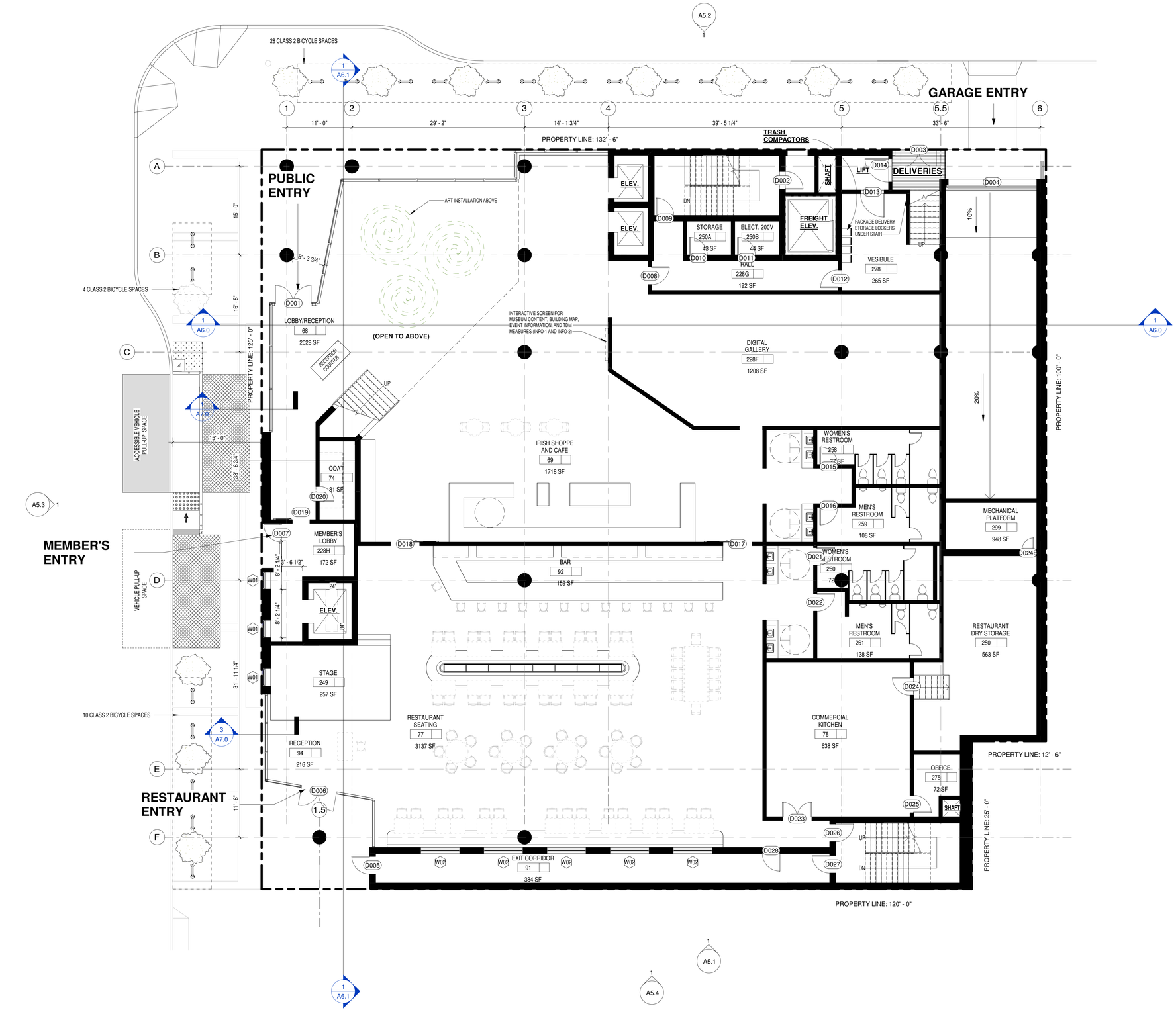
B1 FLOOR PLAN

Date
07/13/2023

Scale
As indicated

Project Number
20007

Drawing Number
A2.4



N 0 8' 16'

1ST FLOOR PLAN 1
1/8" = 1'-0"

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1	PCL REV 1	10/12/2022

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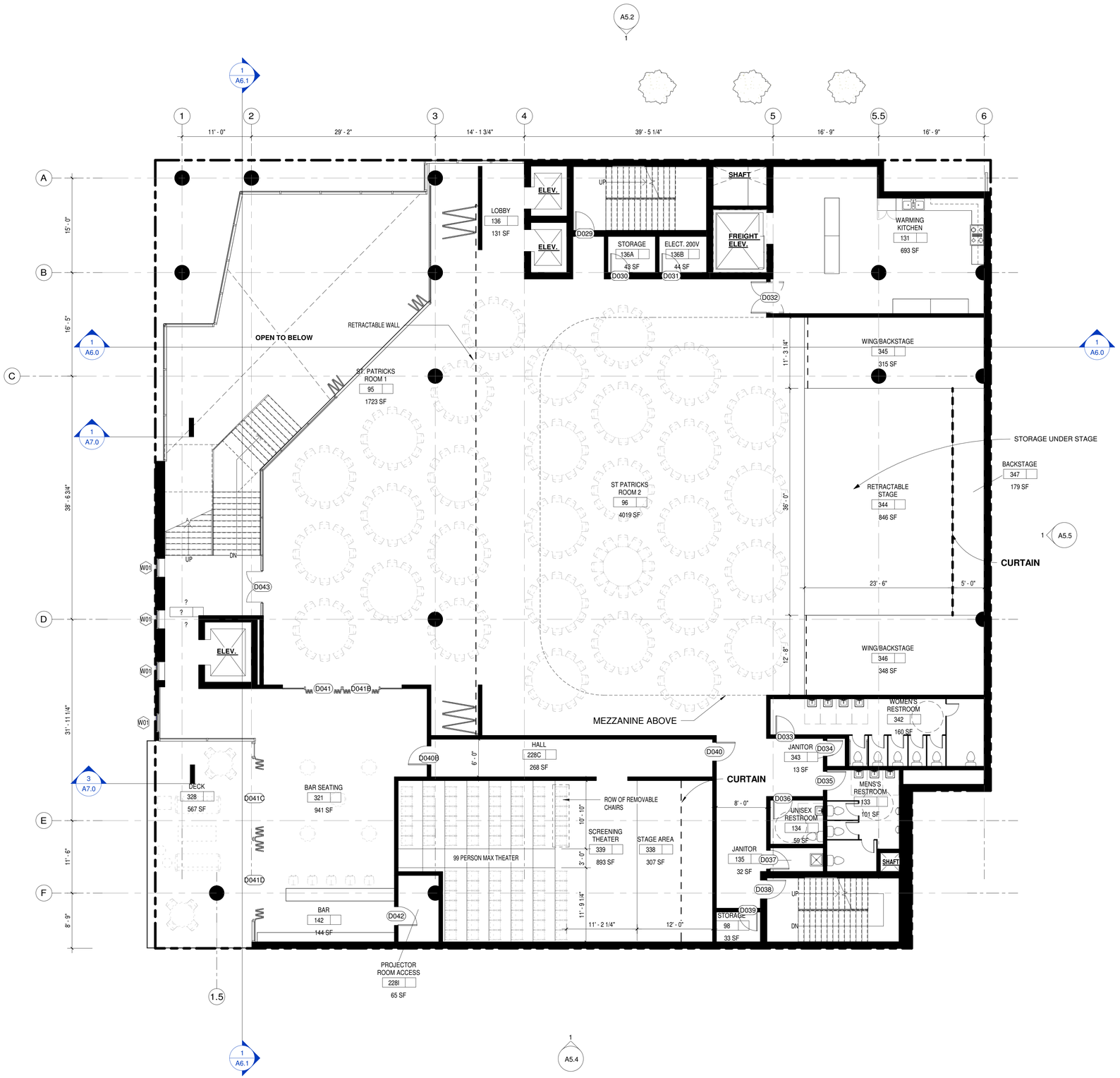
1ST FLOOR PLAN

Date 07/13/2023
Scale 1/8" = 1'-0"
Project Number 20007

Drawing Number
A2.5



2ND FLOOR PLAN
1/8" = 1'-0"
1

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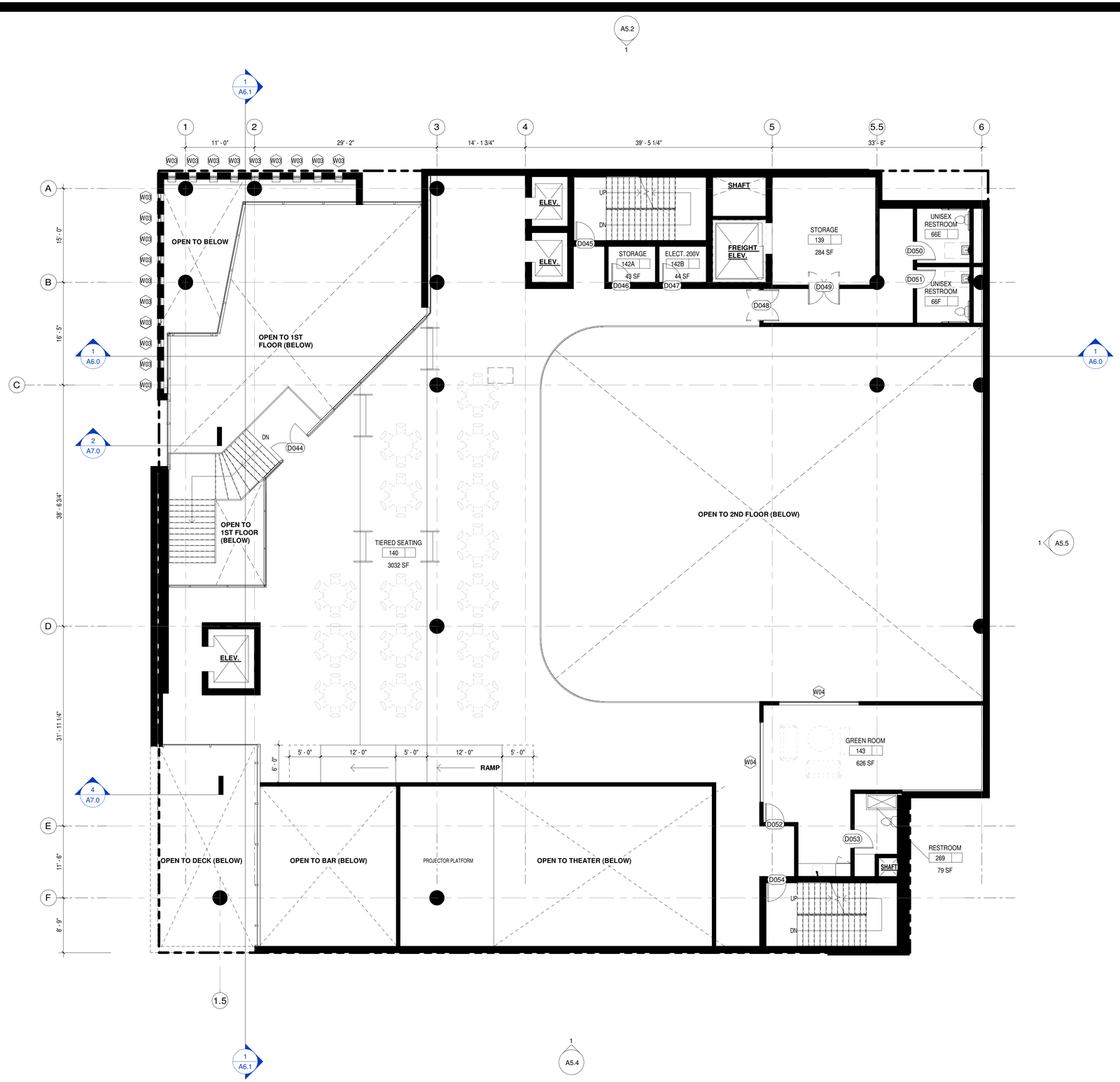
2ND FLOOR PLAN

Date
07/13/2023

Scale
1/8" = 1'-0"

Project Number
20007

Drawing Number
A2.6



2ND FLOOR MEZZANINE PLAN
1/8" = 1'-0"
1

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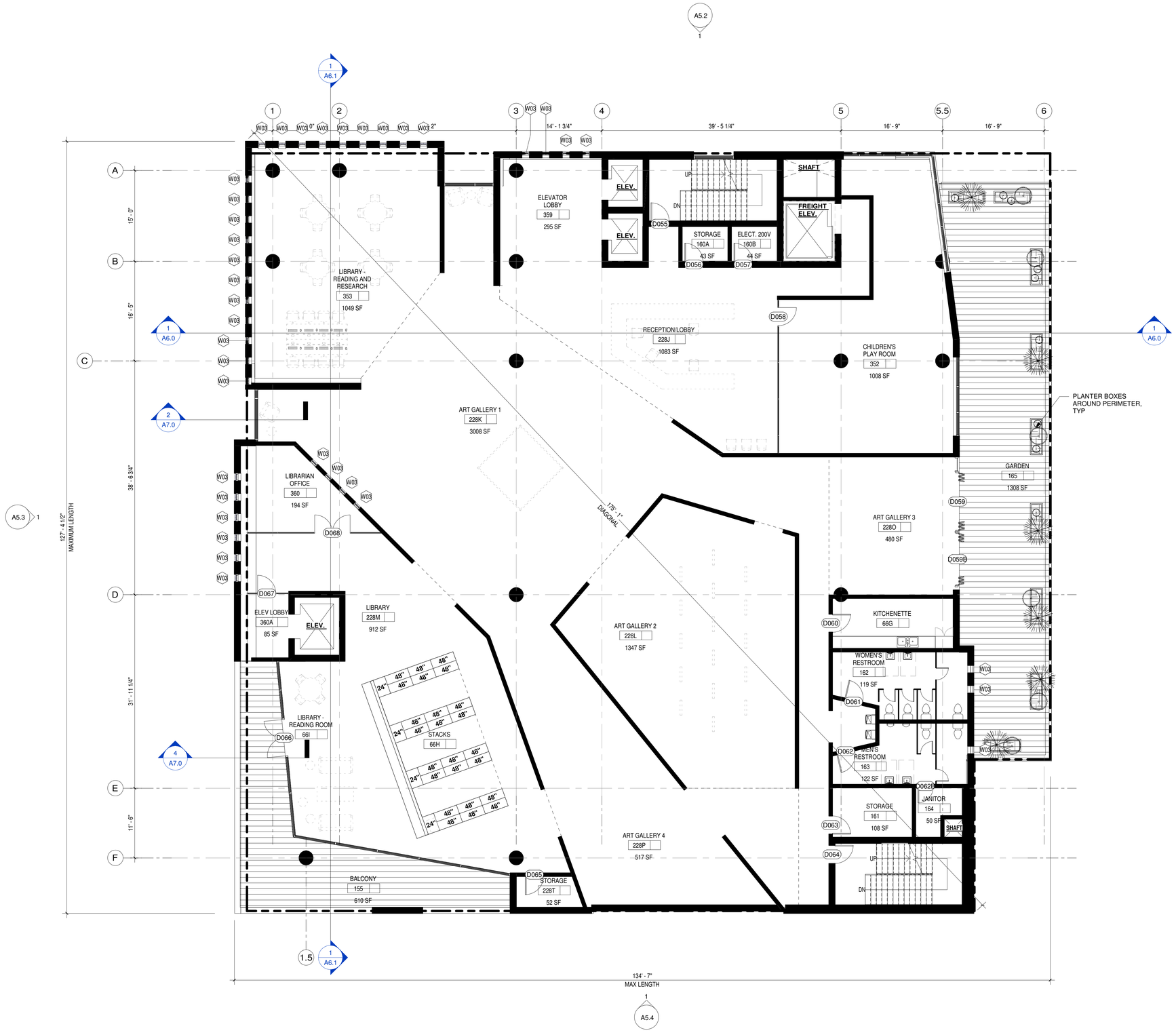
2ND FLOOR MEZZANINE PLAN

Date
07/13/2023

Scale
1/8" = 1'-0"

Project Number
20007

Drawing Number
A2.7



3RD FLOOR PLAN
1/8" = 1'-0"
1

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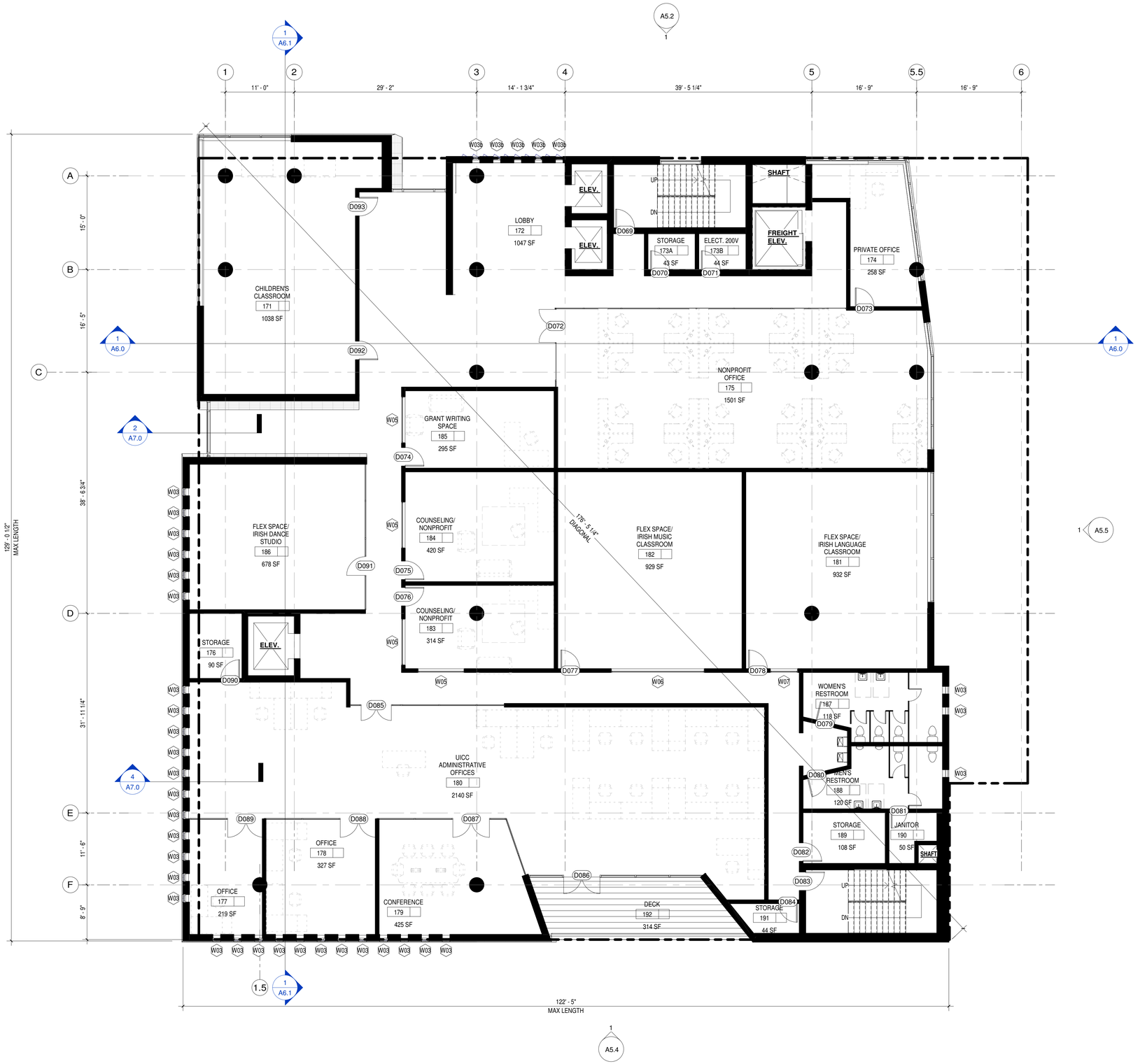
3RD FLOOR PLAN

Date
07/13/2023

Scale
1/8" = 1'-0"

Project Number
20007

Drawing Number
A2.8



4TH FLOOR PLAN
1/8" = 1'-0"
1

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PLANNING APPLICATION

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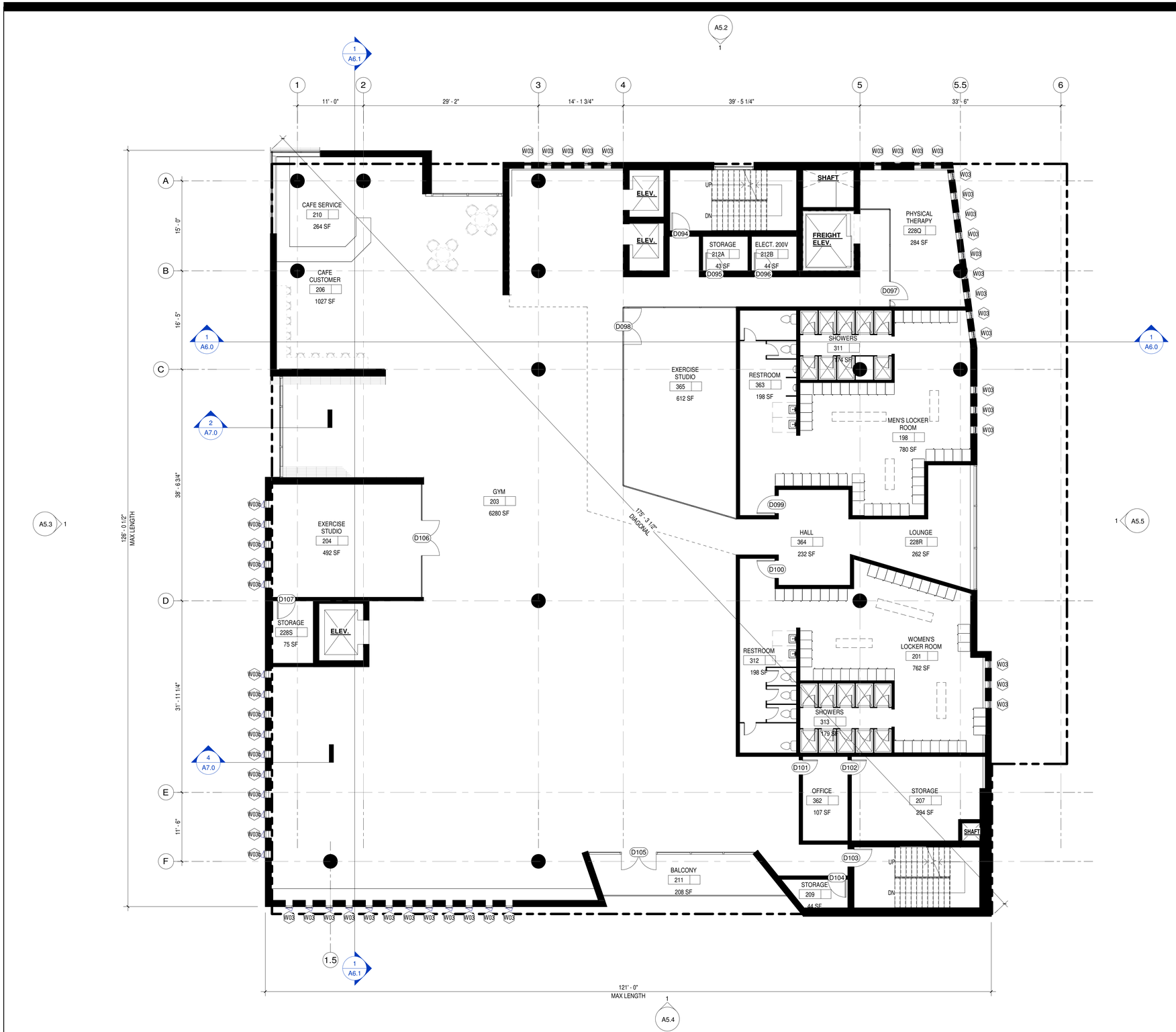
4TH FLOOR PLAN

Date
07/13/2023

Scale
1/8" = 1'-0"

Project Number
20007

Drawing Number
A2.9



5TH FLOOR PLAN
1/8" = 1'-0"
1

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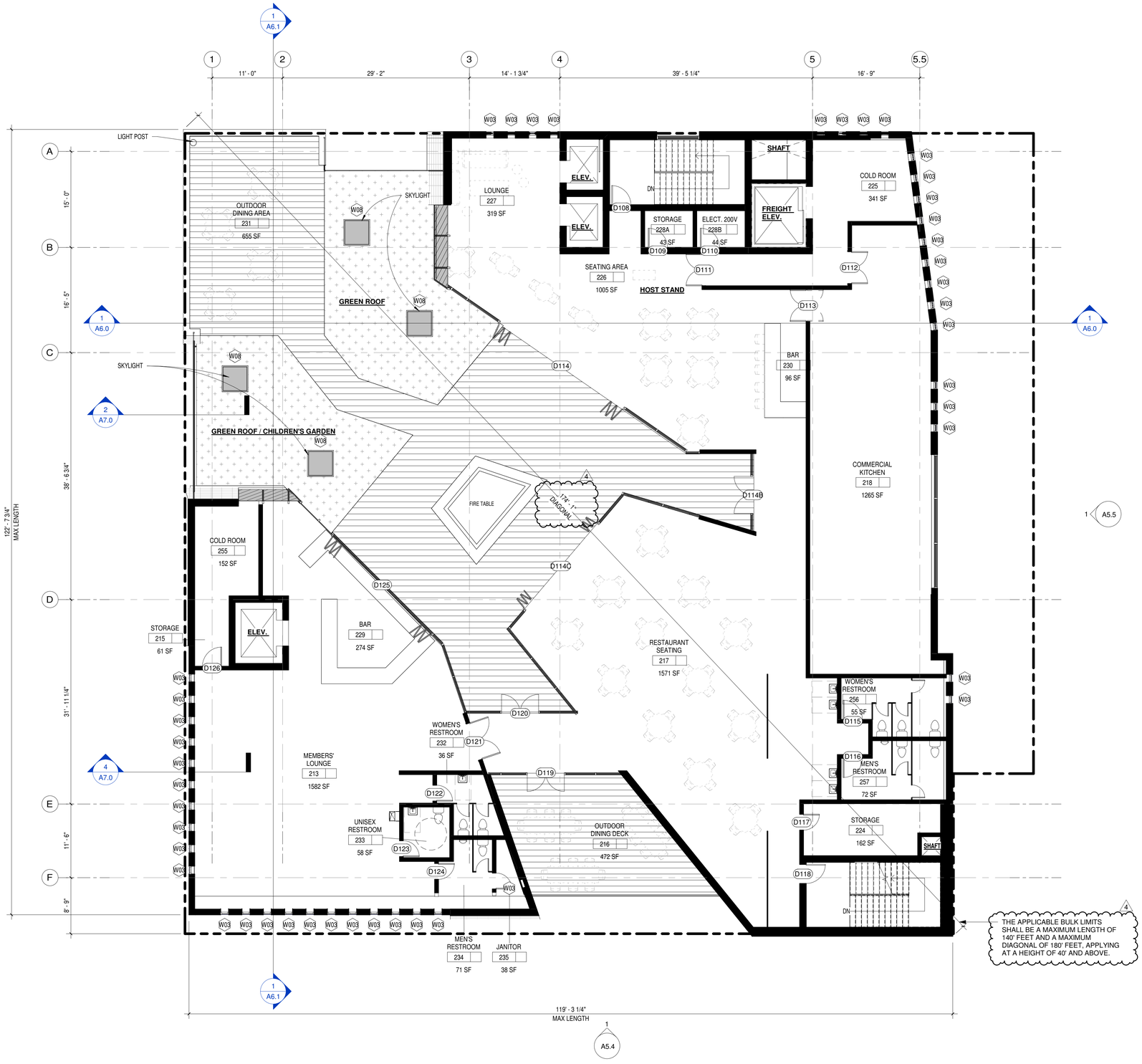
5TH FLOOR PLAN

Date
07/13/2023

Scale
1/8" = 1'-0"

Project Number
20007

Drawing Number
A2.10



6TH FLOOR PLAN
1/8" = 1'-0"
1

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4	PCL REV 2	6/28/2023

KEY

PLANNING APPLICATION

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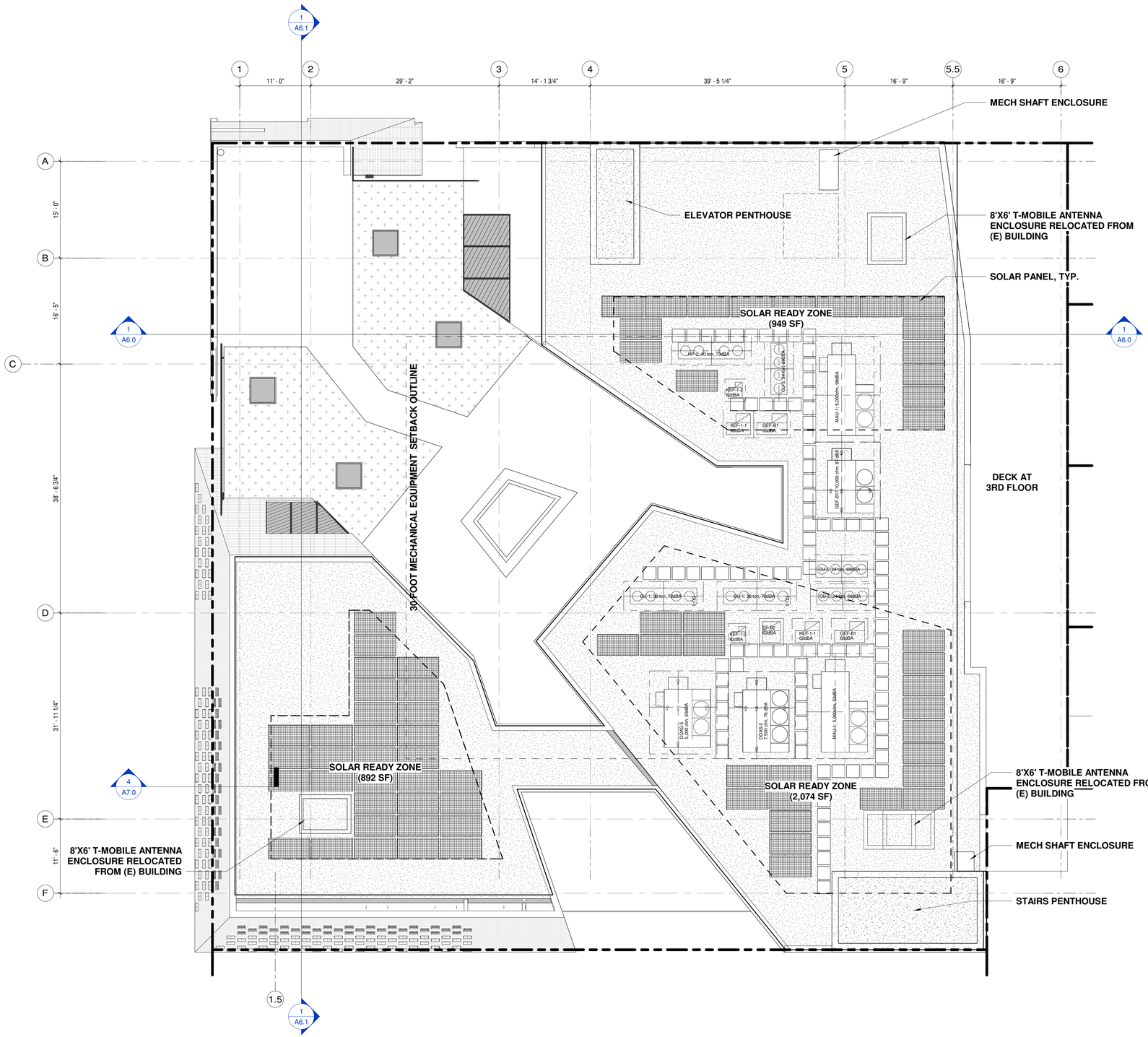
6TH FLOOR PLAN

Date
07/13/2023

Scale
1/8" = 1'-0"

Project Number
20007

Drawing Number
A2.11



N
0
8'
16'

ROOF PLAN
1/8" = 1'-0"
1

LEGEND

- PRIMARY ROOF DRAIN
- SECONDARY (OVERFLOW) SCUPPER
- TPO ROOF CRICKET (CRICKETS FRAMED TO SLOPE TOWARDS DRAINS)
- TPO ROOFING
- X'-X" SPOT ELEVATION
- X"/XX" SLOPE ARROW
- MECHANICAL UNIT, SEE MECHANICAL DRAWINGS FOR LOCATION

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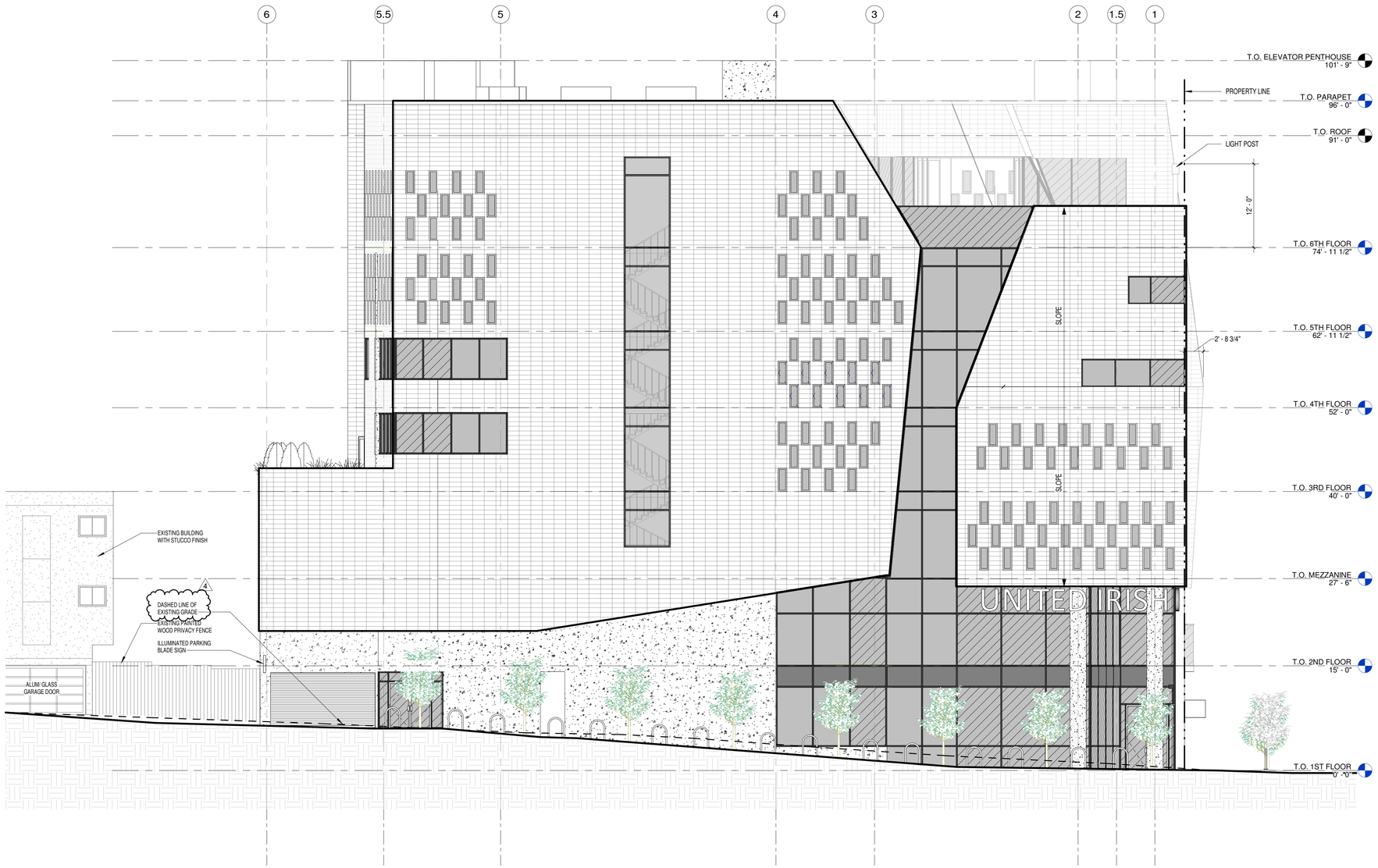
ROOF PLAN

Date
07/13/2023

Scale
As indicated

Project Number
20007

Drawing Number
A4.0



NORTH ELEVATION - PROPOSED 1

1/8" = 1'-0"

LEGE ND

- GLASS
- MURAL
- CONCRETE
- DIGITAL SCREEN
- SLATE TILE RAINSCREEN SYSTEM 4
- BIRD COLLISION ZONE FROM GRADE TO 60 FEET ABOVE GRADE PER STANDARDS FOR BIRD-SAFE BUILDINGS. GLAZING WITHIN ZONE TO RECEIVE FILM TO REFLECT UV LIGHT OR FRITTED GLAZING. SOUTH FACADE WITHIN 300' OF SAN FRANCISCO ZOO.
- GLAZING AREA SUBJECT TO "FEATURE RELATED" HAZARD REQUIREMENTS PER STANDARDS FOR BIRD-SAFE BUILDINGS. GLAZING WITHIN ZONE TO RECEIVE FILM TO REFLECT UV LIGHT OR FRITTED GLAZING.

PLANNING CODE SEC. 145.1(c)(6)
FIRST FLOOR FENESTRATION CALCULATION:
STREET FRONTAGE (WAWONA/ 45TH AVE)
TOTAL SQUARE FEET OF FRONTAGES WITH ACTIVE USES.
GROUND LEVEL: 2,482 SF X 0.60 = 1,490 SF MIN REQ'D
FENESTRATED SQUARE FEET. PROVIDED = 1,618 SF

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REVISION HISTORY

NO.	REMARKS	DATE
1	PCL REV 1	10/12/2022
4	PCL REV 2	6/28/2023

KEY

PLANNING APPLICATION

UNITED IRISH CULTURAL CENTER

2700 45TH AVE.

SAN FRANCISCO, CA 94116

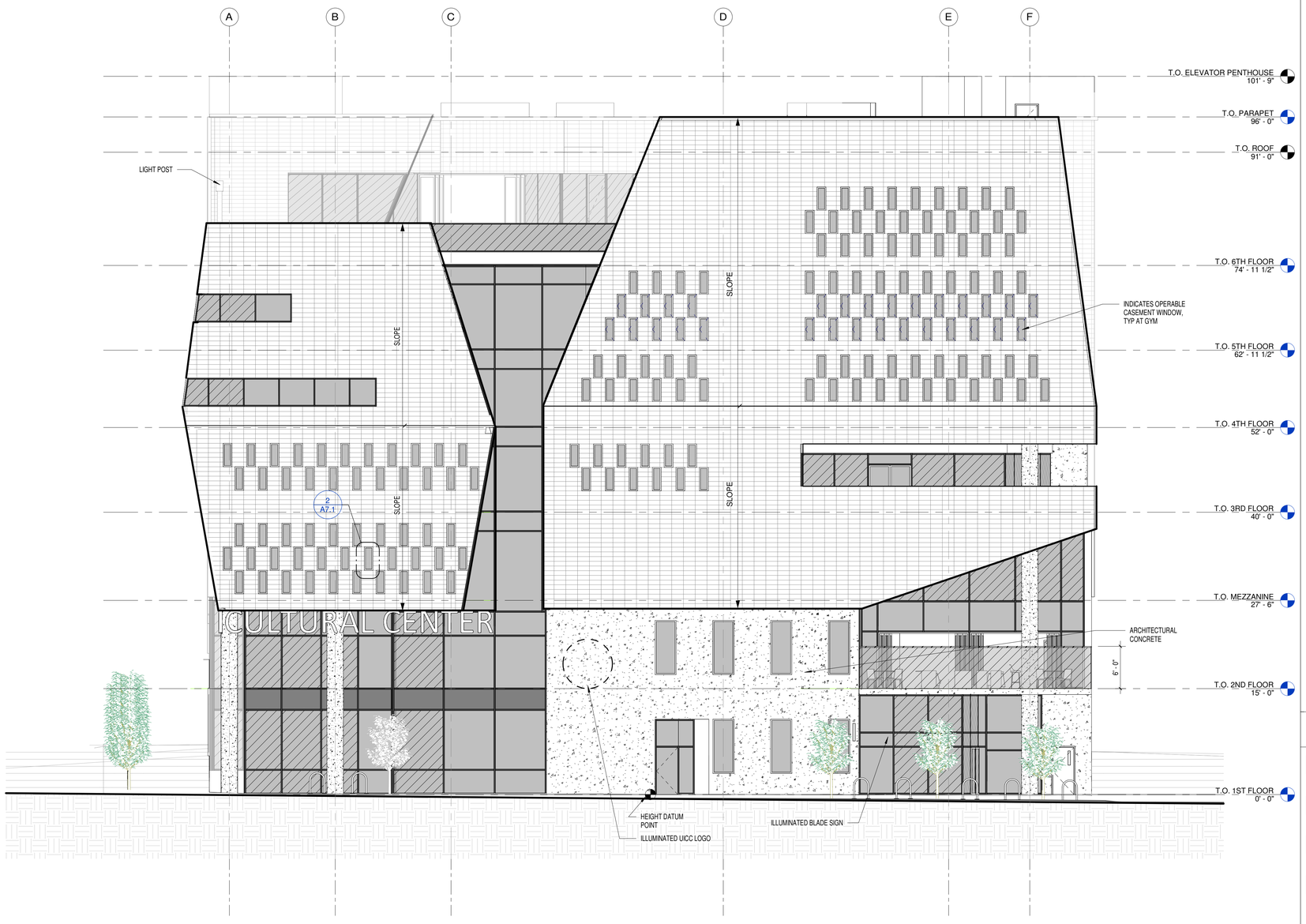
EXTERIOR ELEVATIONS - PROPOSED

Date
07/13/2023

Scale
As indicated

Project Number
20007

Drawing Number
A5.2



WEST ELEVATION - PROPOSED 1

1/8" = 1'-0"

LEGEND

- GLASS
- MURAL
- CONCRETE
- DIGITAL SCREEN
- SLATE TILE RAINSCREEN SYSTEM 4
- BIRD COLLISION ZONE FROM GRADE TO 60 FEET ABOVE GRADE PER STANDARDS FOR BIRD-SAFE BUILDINGS. GLAZING WITHIN ZONE TO RECEIVE FILM TO REFLECT UV LIGHT OR FRITTED GLAZING. SOUTH FACADE WITHIN 300' OF SAN FRANCISCO ZOO.
- GLAZING AREA SUBJECT TO "FEATURE RELATED" HAZARD REQUIREMENTS PER STANDARDS FOR BIRD-SAFE BUILDINGS. GLAZING WITHIN ZONE TO RECEIVE FILM TO REFLECT UV LIGHT OR FRITTED GLAZING.

PLANNING CODE SEC. 145.1(c)(6)
FIRST FLOOR FENESTRATION CALCULATION:
STREET FRONTAGE (WAWONA/ 45TH AVE)
TOTAL SQUARE FEET OF FRONTAGES WITH ACTIVE USES.
GROUND LEVEL: 2,482 SF X 0.60 = 1,490 SF MIN REQ'D
FENESTRATED SQUARE FEET. PROVIDED = 1,618 SF

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ARCHITECT	ENGINEER
LICENSED ARCHITECT DANE W. BUNTON REN. 3-31-25 C-36022 STATE OF CALIFORNIA	

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REVISION HISTORY

NO.	REMARKS	DATE
1	PCL REV 1	10/12/2022
2	SFMTA COMMENTS	11/26/2022
4	PCL REV 2	6/28/2023

KEY

PLANNING APPLICATION

UNITED IRISH CULTURAL CENTER

2700 45TH AVE.

SAN FRANCISCO, CA 94116

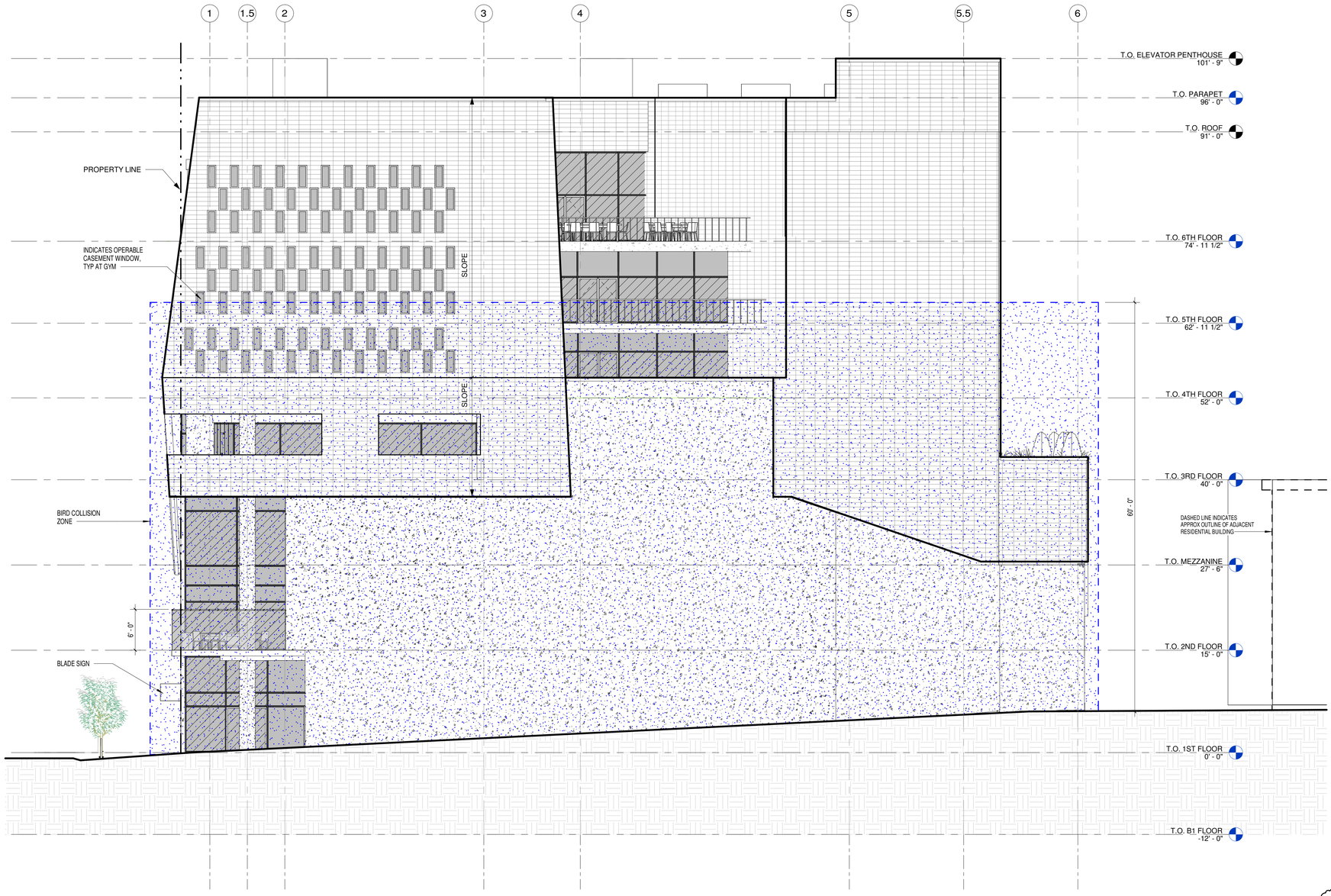
EXTERIOR ELEVATIONS - PROPOSED

Date
07/13/2023

Scale
As indicated

Project Number
20007

Drawing Number
A5.3



SOUTH ELEVATION - PROPOSED
1/8" = 1'-0"
1

LEGEND

- GLASS
- MURAL
- CONCRETE
- DIGITAL SCREEN
- SLATE TILE RAINSCREEN SYSTEM 4
- BIRD COLLISION ZONE FROM GRADE TO 60 FEET ABOVE GRADE PER STANDARDS FOR BIRD-SAFE BUILDINGS. GLAZING WITHIN ZONE TO RECEIVE FILM TO REFLECT UV LIGHT OR FRITTED GLAZING. SOUTH FACADE WITHIN 300' OF SAN FRANCISCO ZOO.
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Scale
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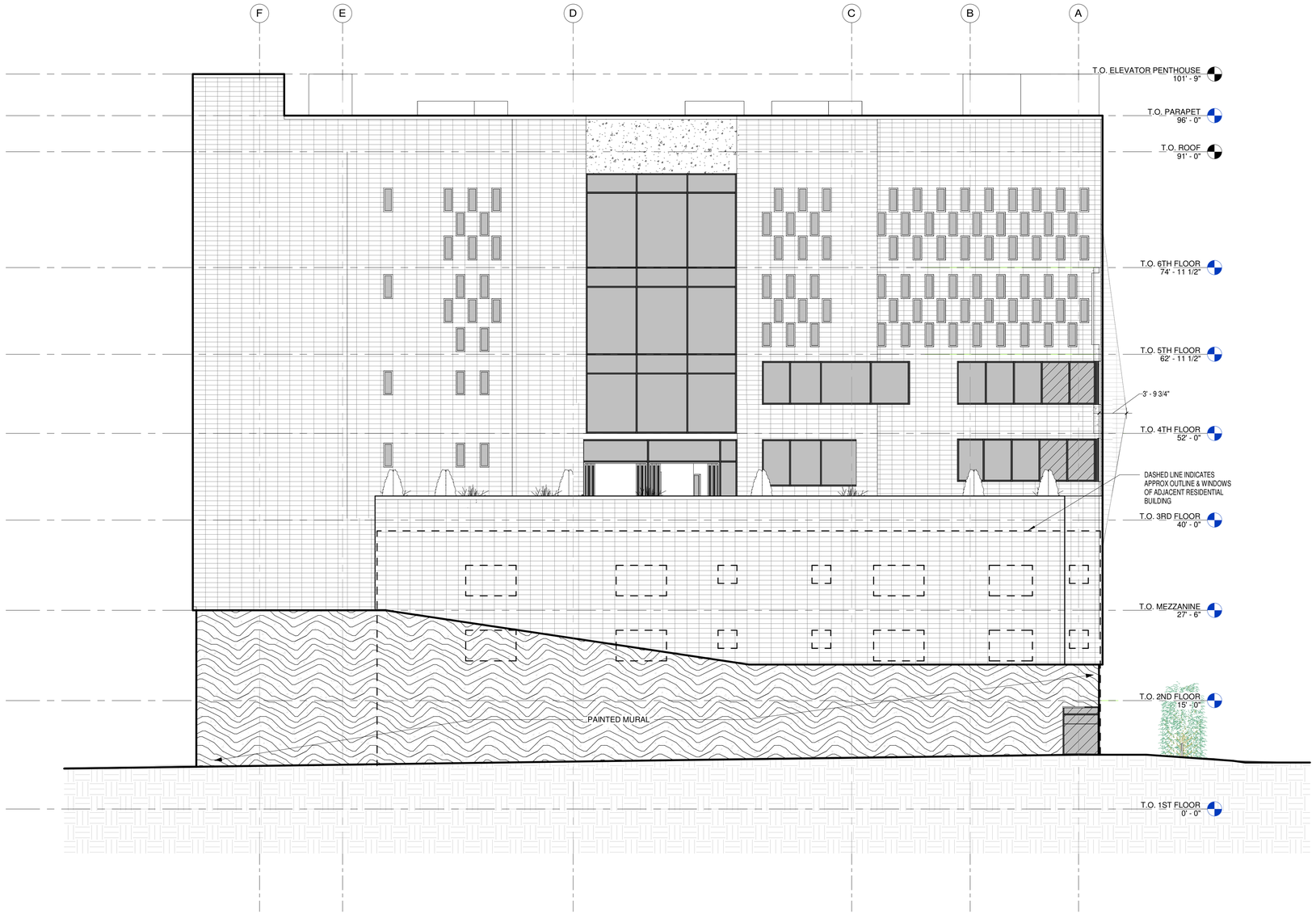
Project Number
20007

Drawing Number
A5.4



EAST ELEVATION - PROPOSED 1

1/8" = 1'-0"

LEGEND

- GLASS
- MURAL
- CONCRETE
- DIGITAL SCREEN
- SLATE TILE RAINSCREEN SYSTEM 4
- BIRD COLLISION ZONE FROM GRADE TO 60 FEET ABOVE GRADE PER STANDARDS FOR BIRD-SAFE BUILDINGS. GLAZING WITHIN ZONE TO RECEIVE FILM TO REFLECT UV LIGHT OR FRITTED GLAZING. SOUTH FACADE WITHIN 300' OF SAN FRANCISCO ZOO.
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PLANNING CODE SEC. 145.1(c)(6)
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TOTAL SQUARE FEET OF FRONTAGES WITH ACTIVE USES, GROUND LEVEL: 2,482 SF X 0.60 = 1,490 SF MIN REQ'D FENESTRATED SQUARE FEET. PROVIDED = 1,618 SF

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Drawing Number
A5.5

Attachment B – Mitigation Monitoring and Reporting Program

ATTACHMENT B

San Francisco Planning

AGREEMENT TO IMPLEMENT MITIGATION MONITORING AND REPORTING PROGRAM

Record No.: 2022-001407ENV
Project Title: 2700 45th Avenue (United Irish Cultural Center)
BPA Nos: n/a
Zoning: NC-2 (Neighborhood Commercial) Use District
100-A Height and Bulk District

Block/Lot: 2513/026
Lot Size: 16,120 square feet
Project Sponsor: Dane Bunton, Studio BANAA,
(510) 612-7758
Lead Agency: San Francisco Planning Department
Staff Contact: Josh Pollak, josh.pollak@sfgov.org, (628) 652-7493
Ryan Shum, ryan.shum@sfgov.org, (628) 652-7542

The table below indicates when compliance with each mitigation measure must occur. Some mitigation measures span multiple phases. Substantive descriptions of each mitigation measure's requirements are provided on the following pages in the Mitigation Monitoring and Reporting Program.

Adopted Mitigation Measure	Period of Compliance			Compliance with Mitigation Measure Completed?
	Prior to the Start of Construction*	During Construction**	Post-construction or Operational	
Project Mitigation Measure M-CR-1 (implements Housing Element EIR Mitigation Measure M-CR-2a): Procedures for Discovery of Archeological Resources for Projects Involving Soil Disturbance	X	X	X	
Project Mitigation Measure M-CR-2 (implements Housing Element EIR Mitigation Measure M-CR-2c): Archeological Testing Program	X	X	X	
Project Mitigation Measure M-TCR-1 (implements Housing Element EIR Mitigation Measure M-TCR-1): Tribal Notification and Consultation	X			
Project Mitigation Measure M-TR-1 (implements Housing Element EIR Mitigation Measure M-TR-4a): Parking Maximums and Transportation Demand Management	X			
Project Mitigation Measure M-NO-1 (implements Housing Element EIR Mitigation Measure M-NO-1): Construction Noise Control	X	X		
Project Mitigation Measure M-WI-1 (implements Housing Element EIR Mitigation Measure M-WI-1a): Wind Minimization	X			X
Project Mitigation Measure M-WI-2 (implements Housing Element EIR Mitigation Measure M-WI-1b): Landscaping Maintenance	X		X	

Adopted Mitigation Measure	Period of Compliance			Compliance with Mitigation Measure Completed?
	Prior to the Start of Construction*	During Construction**	Post-construction or Operational	

NOTES:

* Prior to any ground disturbing activities at the project site.

** Construction is broadly defined to include any physical activities associated with construction of a development project including, but not limited to: site preparation, clearing, demolition, excavation, shoring, foundation installation, and building construction.

_____ I agree to implement the attached mitigation measure(s) as a condition of project approval.

DocuSigned by:
Liam Reidy
9C5A2137594B475...

Property Owner or Legal Agent Signature

7/17/2023

Date

Note to sponsor: Please contact CPC.EnvironmentalMonitoring@sfgov.org to begin the environmental monitoring process prior to the submittal of your building permits to the San Francisco Department Building Inspection.

MITIGATION MONITORING AND REPORTING PROGRAM

Adopted Mitigation Measure	Monitoring and Reporting Program[a]			
	Implementation Responsibility	Mitigation Schedule	Monitoring/ Reporting Responsibility	Monitoring Actions/ Completion Criteria
MITIGATION MEASURES AGREED TO BY PROJECT SPONSOR				
CULTURAL RESOURCES				
Project Mitigation Measure M-CR-1 (implements Housing Element EIR Mitigation Measure M-CR-2a): Procedures for Discovery of Archeological Resources for Projects Involving Soil Disturbance. The project sponsor shall implement the following measures. ***ALERT sheet.*** The project sponsor shall distribute the planning department archeological resource "ALERT" sheet to the project prime contractor; to any project subcontractor (including demolition, excavation, grading, foundation, pile driving, etc. firms); or utilities firm involved in soils-disturbing activities within the project site. Prior to any soils-disturbing activities being undertaken, each contractor is responsible for ensuring that the "ALERT" sheet is circulated to all field personnel, including machine operators, field crew, pile drivers, supervisory personnel, etc. The project sponsor shall provide the environmental review officer (ERO) with a signed affidavit from the responsible parties (prime contractor, subcontractor(s), and utilities firm) confirming that all field personnel involved in soil-disturbing activities have received copies of the "ALERT" sheet. ***Procedures Upon Discovery of a Suspected Archeological Resource.*** The following measures shall be implemented in the event of a suspected archeological discovery during project soil-disturbing activities: ***Discovery Stop Work and Environmental Review Officer Notification.*** Should any indication of an archeological resource be encountered during any soils-disturbing activity of the project, the project sponsor shall immediately notify the ERO and shall immediately suspend any soils-disturbing activities in the vicinity of the discovery and protect the find in place until the significance of the find has been evaluated and the ERO has determined whether and what additional measures are warranted, and these measures have been implemented, as detailed below.	Project sponsor	Prior to and during soils-disturbing activities	Planning Department (ERO, cultural resources staff)	Considered complete when ERO receives the signed affidavit

Adopted Mitigation Measure	Monitoring and Reporting Program[a]			
	Implementation Responsibility	Mitigation Schedule	Monitoring/ Reporting Responsibility	Monitoring Actions/ Completion Criteria
Archeological Consultant Identification. If the preliminary archeological review did not require archeological monitoring or testing, and an archeological discovery during construction occurs prior to the identification of a project archeologist, and the ERO determines that the discovery may represent a significant archeological resource, the project sponsor shall retain the services of an archeological consultant (hereinafter "project archeologist") from a firm listed on the Qualified Archeological Consultant list maintained by the department to identify, document, and evaluate the resource, under the direction of the ERO. The project sponsor shall ensure that the project archeologist or designee is empowered, for the remainder of soil-disturbing project activity, to halt soil disturbing activity in the vicinity of potential archeological finds, and that work remains halted until the discovery has been assessed and a treatment determination made, as detailed below. ***Resource Evaluation and Treatment Determination.*** If an archeological find is encountered during construction or archeological monitoring or testing, the project archeologist shall redirect soil-disturbing and heavy equipment activity in the vicinity away from the find. If in the case of pile driving activity (e.g., foundation, shoring, etc.), the project archeologist has cause to believe that the pile driving activity may affect an archeological resource, the project sponsor shall ensure that pile driving is halted until an appropriate evaluation of the resource has been made. The ERO may also require that the project sponsor immediately implement a site security program if the archeological resource is at risk from vandalism, looting, or other damaging actions. <u>Initial documentation and assessment.</u> The project archeologist shall document the find and make a reasonable effort to assess its identity, integrity, and significance of the encountered archeological deposit through sampling or testing, as needed. The project sponsor shall make provisions to ensure that the project archeologist can safely enter the excavation, if feasible. The project sponsor shall ensure that the find is protected until the ERO has been consulted and has determined appropriate subsequent treatment in consultation with the project archeologist, and the treatment has been implemented, as detailed below. The project archeologist shall make a preliminary assessment of the significant and physical integrity of the archeological resource and shall present the findings to the ERO. If, based on this information, the ERO determines that construction would result in impacts to a significant resource, the ERO shall consult with the project sponsor	Project sponsor, archeological consultant/ project archeologist, ERO	During soils-disturbing activities if archeological resources are encountered	Planning Department (ERO, cultural resources staff)	Considered complete when archeological consultant completes additional measures as directed by the ERO as warranted

Adopted Mitigation Measure	Monitoring and Reporting Program[a]			
	Implementation Responsibility	Mitigation Schedule	Monitoring/ Reporting Responsibility	Monitoring Actions/ Completion Criteria
and other parties regarding the feasibility and effectiveness of preservation-in-place of the resource, as detailed below. Native American Archeological Deposits and Tribal Notification. All Native American archeological deposits shall be assumed to be significant unless determined otherwise in consultation with the ERO. If a Native American archeological deposit is encountered, soil disturbing work shall be halted as detailed above. In addition, the ERO shall notify any tribal representatives who, in response to the project tribal cultural resource notification, requested to be notified of discovery of Native American archeological resources in order to coordinate on the treatment of archeological and tribal cultural resources. Further the project archeologist shall offer a Native American representative the opportunity to monitor any subsequent soil disturbing activity that could affect the find. Submerged Paleosols. Should a submerged paleosol be identified, the project archeologist shall extract and process samples for dating, paleobotanical analysis, and other applicable special analyses pertinent to identification of possible cultural soils and for environmental reconstruction. Archeological Site Records. After assessment of any discovered resources, the project archeologist shall prepare an archeological site record or primary record (DPR 523 series) for each documented resource. In addition, a primary record shall be prepared for any prehistoric isolate. Each such record shall be accompanied by a map and GIS location file. Records shall be submitted to the planning department for review as attachments to the archeological resources report (see below) and once approved by the ERO, to the Northwest Information Center. Plans and Reports. All archeological plans and reports identified herein and in the subsequent measures, shall be submitted by the project archeologist directly to the ERO for review and comment and shall be considered draft reports subject to revision until final approval by the ERO. The project archeologist may submit draft reports to the project sponsor simultaneously with submittal to ERO. Limit on Construction Delays for Archeological Treatment. Archeological testing and as applicable data recovery programs required to address archeological discoveries, pursuant to this measure, could suspend construction of the project for up to a maximum of four weeks. At the direction of the ERO, the suspension of construction can be extended beyond four weeks only if such a suspension is the only feasible				

Adopted Mitigation Measure	Monitoring and Reporting Program[a]			
	Implementation Responsibility	Mitigation Schedule	Monitoring/ Reporting Responsibility	Monitoring Actions/ Completion Criteria
means to reduce to a less than significant level potential effects on a significant archeological resource as defined in CEQA Guidelines. Preservation-in-Place Consideration. Should an archeological resource that meets California register significance criteria be discovered during construction, archeological testing, or monitoring, preservation-in-place (i.e., permanently protect the resource from further disturbance and take actions, as needed, to preserve depositional and physical integrity) of the entire deposit or feature is the preferred treatment option. The ERO shall consult with the project sponsor and, for Native American archeological resources, with tribal representatives, if requested, to consider 1) the feasibility of permanently preserving the resource in place, feasible and effective, the project archeologist, in consultation with the ERO, shall prepare a Cultural Resources Preservation Plan. For Native American archeological resources, the project archeologist shall also consult with the tribal representatives, and the Cultural Resources Preservation Plan shall take into consideration the cultural significance of the tribal cultural resource to the tribes. Preservation options may include measures such as design of the project layout to place open space over the resource location; foundation design to avoid the use of pilings or deep excavations in the sensitive area; a plan to expose and conserve the resource and include it in an on-site interpretive exhibit; tribal representatives for review and for ERO approval. The project sponsor shall ensure that the approved plan is implemented and shall coordinate with the department to ensure that disturbance of the resource will not occur in future, such as establishing a preservation easement. If, based on this consultation, the ERO determines that preservation-in-place is infeasible or would be ineffective in preserving the significance of the resource, archeological data recovery and public interpretation of the resource shall be carried out, as detailed below. The ERO in consultation with the project archeologist shall also determine whether and what additional treatment is warranted, which may include additional testing, construction monitoring, and public interpretation of the resource, as detailed below. Coordination with Descendant Communities. On discovery of an archeological site associated with descendant Native Americans, Chinese, or other identified descendant cultural group, the project archeologist shall contact an appropriate representative of the descendant group and the ERO. The representative of the descendant group shall be offered the opportunity to monitor archeological field				

Adopted Mitigation Measure	Monitoring and Reporting Program[a]			
	Implementation Responsibility	Mitigation Schedule	Monitoring/ Reporting Responsibility	Monitoring Actions/ Completion Criteria
investigations of the site and to offer recommendations to the ERO regarding appropriate archeological treatment of the site and data recovered from the site, and, if applicable, any interpretative treatment of the site. The project archeologist shall provide a copy of the Archeological Resources Report (ARR) to the representative of the descendant group. Compensation. Following on the initial tribal consultation, the ERO, project sponsor and project archeologist, as appropriate, shall work with the tribal representative or other descendant or descendant community representatives to identify the scope of work for a representative to fulfill the requirements of this mitigation measure, which may include participation in archeological monitoring, preparation, and review of deliverables (e.g., plans, interpretive materials, artwork). Tribal representatives or other descendant community representatives for archeological resources or tribal cultural resources, who complete tasks in the agreed upon scope of work project, shall be compensated for their work as identified in the agreed upon scope of work.				
Archeological Data Recovery Program. The project archeologist shall prepare an archeological data recovery plan if all three of the following apply: (1) a potentially significant resource is discovered, (2) preservation-in-place is not feasible, as determined by the ERO after implementation of the Preservation-in-Place Consideration procedures, and (3) the ERO determines that archeological data recovery is warranted. When the ERO makes such a determination, the project archeologist, project sponsor, ERO and, for tribal cultural archeological resources, the tribal representative, if requested by a tribe, shall consult on the scope of the data recovery program. The project archeologist shall prepare a draft archeological data recovery plan and submit it to the ERO for review and approval. If the time needed for preparation and review of a comprehensive archeological data recovery plan would result in a significant construction delay, the scope of data recovery may instead by agreed upon in consultation between the project archeologist and the ERO and documented by the project archeologist in a memo to the ERO. The archeological data recovery plan/memo shall identify how the proposed data recovery program will preserve the significant information the archeological resource is expected to contain. That is, the archeological data recovery plan/memo will identify what scientific/historical research questions are applicable to the expected resource, what data classes the resource is expected to	Project sponsor, project archeologist, ERO, tribal representative (if requested)	Upon discovery of significant cultural resource	Planning Department (ERO, cultural resources staff)	After implementation of Archeological Data Recovery Program following the approval Archeological Data Recovery report.

Adopted Mitigation Measure	Monitoring and Reporting Program[a]			
	Implementation Responsibility	Mitigation Schedule	Monitoring/ Reporting Responsibility	Monitoring Actions/ Completion Criteria
possess, and how the expected data classes would address the applicable research questions. Data recovery, in general, should be limited to the portions of the property that could be adversely affected by the proposed project. Destructive data recovery methods shall not be applied to portions of the archeological resource that would not otherwise by disturbed by construction if nondestructive methods are practical. The archeological data recovery plan shall include the following elements: • Field Methods and Procedures: Descriptions of proposed field strategies, procedures, and operations • Cataloguing and Laboratory Analysis: Description of selected cataloguing system and artifact analysis procedures • Discard Policy: Description of and rationale for field and post-field discard and deaccession policies • Security Measures: Recommended security measures to protect the archeological resource from vandalism, looting, and non-intentionally damaging activities • Report of Data Recovery Results: Description of proposed report format and distribution of results • Public Interpretation: Description of potential types of interpretive products and locations of interpretive exhibits based on consultation with project sponsor • Curation: Description of the procedures and recommendations for the curation of any recovered data having potential research value, identification of appropriate curation facilities, and a summary of the accession policies of the curation facilities The project archeologist shall implement the archeological data recovery program upon approval of the archeological data recovery plan/memo by the ERO. ***Coordination of Archeological Data Recovery Investigations.*** In cases in which the same resource has been or is being affected by another project, such as 2700 Sloat Blvd., for which data recovery has been conducted, is in progress, or is planned, the following measures shall be implemented to maximize the scientific and interpretive value of the data recovered from both archeological investigations:				

Adopted Mitigation Measure	Monitoring and Reporting Program[a]			
	Implementation Responsibility	Mitigation Schedule	Monitoring/ Reporting Responsibility	Monitoring Actions/ Completion Criteria
• In cases where an investigation has not yet begun, project archeologists for each project impacting the same resource and the ERO, as applicable, shall consult on coordinating and collaborating on archeological research design, data recovery methods, analytical methods, reporting, curation and interpretation to ensure consistent data recovery and treatment of the resource. • In cases where archeological data recovery investigation is under way or has been completed for a project, the project archeologist for the subsequent project shall consult with the prior project archeologist, if available; review prior treatment plans, findings and reporting; and inspect and assess existing archeological collections/inventories from the site prior to preparation of the archeological treatment plan for the subsequent discovery, and shall incorporate prior findings in the final report for the subsequent investigation. The objectives of this coordination and review of prior methods and findings shall be to identify refined research questions; determine appropriate data recovery methods and analyses; assess new findings relative to prior research findings; and integrate prior findings into subsequent reporting and interpretation.				
Treatment of Human Remains and Funerary Objects. If human remains or suspected human remains are encountered during construction, the contractor and project sponsor shall ensure that ground-disturbing work within 50 feet of the remains is halted immediately and shall arrange for the protection in place of the remains until appropriate treatment and disposition have been agreed upon and implemented in accordance with this measure. The treatment of any human remains and funerary objects discovered during any soil- disturbing activity shall comply with applicable state laws, including Health and Safety Code section 7050.5 and Public Resources Code section 5097.98. Upon determining that the remains are human, the project archeologist shall immediately notify the Medical Examiner of the City and County of San Francisco, the ERO, and the project sponsor of the find. If the remains cannot be permanently preserved in place, the landowner or designee shall consult with the most likely descendant and may consult with the project archeologist, project sponsor and the ERO on recovery of the remains and any scientific treatment alternatives. The landowner shall then make all reasonable efforts to develop a burial agreement (agreement) with the most likely descendant, as expeditiously as possible, for the treatment and disposition, with appropriate dignity, of human remains and funerary objects (as detailed in CEQA Guidelines	Project sponsor, archeological consultant in consultation with the San Francisco Medical Examiner, ERO, and Native American Heritage Commission and most likely descendant as warranted.	Discovery of human remains	Planning Department (ERO, cultural resources staff), Medical Examiner, and Native American Heritage Commission and most likely descendant as warranted.	Considered complete on finding by the ERO that all state laws regarding human remains/burial objects have been adhered to, consultation with the most likely descendant is completed as warranted, and disposition of human remains has occurred as specified in agreement

Adopted Mitigation Measure	Monitoring and Reporting Program[a]			
	Implementation Responsibility	Mitigation Schedule	Monitoring/ Reporting Responsibility	Monitoring Actions/ Completion Criteria
section 15064.5(d)). Per Public Resources Code section 5097.98(c)(1), the agreement shall address, as applicable and to the degree consistent with the wishes of the most likely descendant, the appropriate excavation, removal, recordation, scientific analysis, custodianship prior to reinternment or curation, and final disposition of the human remains and funerary objects. If the most likely descendant agrees to scientific analyses of the remains and/or funerary objects, the project archeologist shall retain possession of the remains and funerary objects until completion of any such analyses, after which the remains and funerary objects shall be reinterred or curated as specified in the agreement. If the landowner or designee and the most likely descendant are unable to reach an agreement on scientific treatment of the remains and/or funerary objects, the ERO, in consultation with the project sponsor shall ensure that the remains and/or funerary objects are stored securely and respectfully until they can be reinterred on the project site, with appropriate dignity, in a location not subject to further or future subsurface disturbance, in accordance with the provisions of state law. Treatment of historic-period human remains and/or funerary objects discovered during any soil-disturbing activity shall be in accordance with protocols laid out in the research design in the project archeological monitoring plan, archeological testing plan, archeological data recovery plan, and other relevant agreements established between the project sponsor, medical examiner, and the ERO. The project archeologist shall retain custody of the remains and associated materials while any scientific study scoped in the treatment document is conducted and the remains shall then be curated or respectfully reinterred by arrangement on a case-by case-basis.				
Cultural Resources Public Interpretation Plan and Land Acknowledgement. If a significant archeological resource (i.e., a historical resource or unique archeological resources as defined by CEQA Guidelines section 15064.5) is identified and the ERO determines that the public interpretation is warranted, the project archeologist shall prepare a Cultural Resources Public Interpretation Plan. The Cultural Resources Public Interpretation Plan shall describe the interpretive products, locations or distribution of interpretive materials or displays, the proposed content and materials, the producers or artists of the displays or installation, and a long-term maintenance program.	Archeological consultant at the direction of the ERO will prepare Cultural Resources Public Interpretation Plan in consultation with Native American	Following completion of treatment and analysis of significant archeological resource by archeological consultant	Planning Department (ERO, cultural resources staff)	Cultural Resources Public Interpretation Plan is complete on review and approval ofERO. Interpretive program is complete on notification to Environmental Review Officer from the project

Adopted Mitigation Measure	Monitoring and Reporting Program[a]			
	Implementation Responsibility	Mitigation Schedule	Monitoring/ Reporting Responsibility	Monitoring Actions/ Completion Criteria
If the archeological resource is a tribal cultural resource, the department shall notify Native American tribal representatives that public interpretation is being planned. If requested by tribal representatives, the Cultural Resources Public Interpretation Plan shall be prepared in consultation with Native American tribal representatives and the interpretive products shall be developed with the participation of Native American tribal representatives, For public projects or projects that include dedicated public spaces, the interpretive materials may include an acknowledgement that the project is located upon traditional Ohlone lands. For interpretation of a tribal cultural resource, the interpretive program may include a combination of artwork, preferably by local Native American artists, educational panels or other informational displays, a plaque, or other interpretative elements including digital products that address Native American experience and the layers of history. As feasible, and where landscaping is proposed, the interpretive effort may include the use and the interpretation of native and traditional plants incorporated into the proposed landscaping. The project archeologist shall submit the Cultural Resources Public Interpretation Plan and drafts of any interpretive materials that are subsequently prepared to the ERO for review and approval. The project sponsor shall ensure that the cultural resources public interpretation plan is implemented prior to occupancy of the project.	tribal representatives as warranted. Measures laid out in Cultural Resources Public Interpretation Plan are implemented by project sponsor			sponsor that program has been implemented
Archeological Resources Report. If significant archeological resources, as defined by CEQA Guidelines section 15064.5, are encountered, the project archeologist shall submit a confidential draft Archeological Resources Report to the ERO. This report shall evaluate the significance of any discovered archeological resource, describe the archeological and historical research methods employed in the archeological programs undertaken, the results and interpretation of analyses, and discuss curation arrangements. Once approved by the ERO, the project archeologist shall distribute the approved Archeological Resources Report as follows: copies that meet current information center requirements at the time the report is completed to the California Archeological Site Survey Northwest Information Center, and a copy of the transmittal of the approved Archeological Resources Report to the Northwest Information Center to the ERO; one bound hardcopy of the Archeological Resources Report, along with digital files that include an unlocked, searchable PDF version of	Archeological consultant at the direction of the ERO	Following completion of treatment by archeological consultant as determined by the Environmental Review Officer	Planning Department (ERO, cultural resources staff)	Complete on certification to ERO that copies of the approved Archeological Resources Report have been distributed

Adopted Mitigation Measure	Monitoring and Reporting Program[a]			
	Implementation Responsibility	Mitigation Schedule	Monitoring/ Reporting Responsibility	Monitoring Actions/ Completion Criteria
the Archeological Resources Report, GIS shapefiles of the site and feature locations, any formal site recordation forms (CA DPR 523 series), and/or documentation for nomination to the National Register of Historic Places/California Register of Historical Resources, via USB or other stable storage device, to the environmental planning division of the planning department; and, if a descendant group was consulted, a digital or hard copy of the Archeological Resources Report to the descendant group, depending on their preference.				
Curation. If archeological data recovery is undertaken, the project archeologist and the project sponsor shall ensure that any significant archeological collections and paleoenvironmental samples of future research value shall be permanently curated at an established curatorial facility. The facility shall be selected in consultation with the ERO. Upon submittal of the collection for curation the project sponsor or archeologist shall provide a copy of the signed curatorial agreement to the ERO.	Project archeologist prepares collection for curation and project sponsor pays for curation costs	In the event a significant archeological resource is discovered and upon acceptance by the ERO of the Archeological Resources Report	Planning Department (ERO, cultural resources staff)	Considered complete upon acceptance of the collection by the curatorial facility

Adopted Mitigation Measure	Monitoring and Reporting Program[a]			
	Implementation Responsibility	Mitigation Schedule	Monitoring/ Reporting Responsibility	Monitoring Actions/ Completion Criteria
Project Mitigation Measure M-CR-2 (implements Housing Element EIR Mitigation Measure M-CR-2c): Archeological Testing Program The project archeologist shall develop and implement an archeological testing program as specified herein, and shall conduct an archeological monitoring and/or data recovery program if required to address archeological discoveries or the assessed potential for archeological discoveries, pursuant to this measure and Mitigation Measure M-CR-1: Procedures for Discovery of Archeological Resources for Projects Involving Soil Disturbance. ***Qualified Archeologist Identification.*** After the first project approval action or as directed by the ERO, the project sponsor shall contact the department archeologist to obtain the names and contact information for the next three qualified archeological consultants on the department's list and shall retain a qualified archeologist (hereinafter "project archeologist") from this list of three to develop and implement the archeological testing program.	Required for future development consistent with the housing element update based on the outcome of preliminary archeological review conducted by department staff Project sponsor/ archeological consultant at the direction of the ERO	After the first project approval action or as directed by the Environmental Review Officer and prior to issuance of construction permits and throughout the construction period	Planning Department (ERO, cultural resources staff)	Complete when project sponsor retains qualified archeological consultant
Construction Crew Archeological Awareness. Prior to any soils-disturbing activities being undertaken, the project archeologist shall conduct a brief on-site archeological awareness training that describes the types of resources that might be encountered and how they might be recognized, and requirements and procedures for work stoppage, resource protection and notification in the event of a potential archeological discovery. The project archeologist also shall distribute an "Alert" wallet card, based on the department's "ALERT" sheet, that summarizes stop work requirements and provides necessary contact information for the project archeologist, project sponsor and the to all field personnel involved in soil disturbing activities, including machine operators, field crew, pile drivers, supervisory personnel, etc., have received. The project archeologist shall repeat the training at intervals during construction, as determined necessary by the ERO, including when new construction personnel start work and prior to periods of soil disturbing work when the project archeologist will not be on site. ***Tribal Cultural Resources Sensitivity Training.*** In addition to and concurrently with the archeological awareness training, the project sponsor shall ensure that a local	Project archeologist for awareness training, Native American representative for Native American cultural resources sensitivity training (if requested)	Prior to any soil-disturbing activity	Planning Department (ERO, cultural resources staff)	Considered complete when project sponsor informs the ERO that all trainings were conducted

Adopted Mitigation Measure	Monitoring and Reporting Program[a]			
	Implementation Responsibility	Mitigation Schedule	Monitoring/ Reporting Responsibility	Monitoring Actions/ Completion Criteria
Native American representative is afforded the opportunity to provide a Native American cultural resources sensitivity training to all construction personnel.				
Archeological Testing Program. The project archeologist shall develop and undertake an archeological testing program as specified herein to determine to the extent possible the presence or absence of archeological resources in areas of project soil disturbance and to identify and to evaluate whether any archeological resource encountered on the site constitutes an historical resource under CEQA. In addition, the consultant shall be available to conduct an archeological monitoring and/or data recovery program if required to address archeological discoveries or the assessed potential for archeological discoveries, pursuant to this measure. A local Native American representative shall be present throughout the portion of the archeological investigation program that focuses on testing for Native American resources. ***Archeological Testing Plan.*** The project archeologist shall consult with the ERO reasonably prior to the commencement of any project-related soils disturbing activities to determine the appropriate scope of archeological testing. The archeological testing program shall be conducted in accordance with an approved Archeological Testing Plan, prepared by the project archeologist consistent with the approved scope of work. The Archeological Testing Plan shall be submitted first and directly to the ERO for review and comment and shall be considered a draft subject to revision until final approval by the ERO. Project-related soils disturbing activities shall not commence until the testing plan has been approved and any testing scope to occur in advance of construction has been completed. The project archeologist shall implement the testing as specified in the approved Archeological Testing Plan prior to and/or during construction. The Archeological Testing Plan shall include the following: • Project Description: Description of all anticipated soil disturbing activities, with locations and depths of disturbance, including foundation and utility demolition, hazardous soils remediation, site grading, shoring excavations, piles or soil improvements, and foundation, elevator, car stacker, utility and landscaping	Project archeologist at the direction of the ERO	Prior to issuance of construction permits and throughout the construction period	Planning Department (ERO, cultural resources staff)	After consultation with and approval by the ERO of Archeological Testing Plan and review and approval of archeological testing results memo by ERO

Adopted Mitigation Measure	Monitoring and Reporting Program[a]			
	Implementation Responsibility	Mitigation Schedule	Monitoring/ Reporting Responsibility	Monitoring Actions/ Completion Criteria
excavations, with project plans and profiles, as needed, to illustrate the locations of anticipated soil disturbance. • Site Specific Environmental and Cultural Context: Pre-contact and historic environmental and cultural setting of the project site as pertinent to potential Native American use and historic period development, any available information pertaining to past soil disturbance; soils information, such as stratigraphic and water table data from prior geotechnical testing. As appropriate based on the scale and scope of the project, the Archeological Testing Plan should include historic maps as a basis for predicting resource types that might be encountered and their potential locations. An overlay of the project site on the city's prehistoric sensitivity model mapping should be included, as should the locations of all known archeological sites within 0.25 mile of the project site. • Brief Research Design: Scientific/historical research questions applicable to the expected resource(s), what data classes potential resources may be expected to possess, and how the expected data classes would address the applicable research questions. • Anticipated Resources or Resource Types: Likely resources that might be encountered and at what locations and depths, based on known resources in the vicinity, the site's predevelopment setting and development history, and the anticipated depth and extent of project soil disturbances. • Proposed Scope of Archeological Testing and Rationale: Testing methods to be used (e.g., coring, mechanical trenching, manual excavation, or combination of methods); locations and depths of testing in relation to anticipated project soil disturbance; strata to be investigated; any uncertainties on stratigraphy that would affect locations or depths of tests and might require archeological monitoring of construction excavations subsequent to testing. • Resource Documentation and Significance Assessment Procedures: ERO and Native American consultation requirements upon making a discovery; pre-data recovery assessment process, burial treatment procedures, and reporting and curation requirements, consistent with the specifications of Mitigation Measure M-CR-2a. ***Archeological Testing Results Memo.*** Irrespective of whether archeological resources are discovered, the project archeologist shall submit a written summary of the				

Adopted Mitigation Measure	Monitoring and Reporting Program[a]			
	Implementation Responsibility	Mitigation Schedule	Monitoring/ Reporting Responsibility	Monitoring Actions/ Completion Criteria
findings to the ERO at the completion of the archeological testing program. The findings report/memo shall describe each resource, provide an initial assessment of the integrity and significance of encountered archeological deposits encountered during testing, and provide recommendations for subsequent treatment of any resources encountered.				
Resource Evaluation and Treatment Determination. Upon discovery of a suspected archeological resource during construction or archeological testing, Mitigation Measure M-CR-1's Resource Evaluation and Treatment Determination stipulations shall be implemented as specified in that measure. ***Additional Applicable Measures.*** If a significant archeological resource is identified, and data recovery is required under Mitigation Measure M-CR-2a's Resource Evaluation and Treatment Determination stipulations, the following additional measures identified in the Mitigation Measure M-CR-2a shall be implemented as specified in that measure: • Archeological Data Recovery Program • Treatment of Human Remains and Funerary Objects (as applicable) • Coordination of Archeological Data Recovery Investigations • Cultural Resources Public Interpretation Plan and Land Acknowledgement (as applicable) • Archeological Resources Report • Curation	Project archeologist at the direction of the ERO	Upon discovery of suspected archeological resource	Planning Department (ERO, cultural resources staff)	Completed when ERO concurs that the status of the additional measures identified in Mitigation Measure M-CR-2a are completed

Adopted Mitigation Measure	Monitoring and Reporting Program[a]			
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TRIBAL CULTURAL RESOURCES				
Project Mitigation Measure M-TCR-1 (implements Housing Element EIR Mitigation Measure M-TCR-1): Tribal Notification and Consultation If a significant Native American archeological resource (i.e., a historical resource or unique archeological resources as defined by CEQA Guidelines section 15064.5) is identified during the course of the archeological testing program, the project sponsor shall hold an event wherein Native American representatives and the archeological consultant involved in the project mitigation effort educate the landowner, prospective tenants/occupants, and the general public about the archeology and history of the project site. This event should occur after the installation of interpretive materials associated with the archeological testing program.	Project sponsor archeological consultant, and ERO, in consultation with the affiliated Native American tribal representatives.	If a significant tribal cultural resource is identified during implementation of the project.	Planning Department (ERO, cultural resources staff).	Considered complete upon completion of tribal cultural resources public education event, if required.
TRANSPORTATION AND CIRCULATION				
Project Mitigation Measure M-TR-1 (implements Housing Element EIR Mitigation Measure M-TR-4a): Parking Maximums and Transportation Demand Management The project sponsor shall reduce vehicle trips through one of the following measures A or B: • Measure A: Reduce its parking by 50 percent or more than the planning code parking maximums for residential uses (sections 151 and 151.1) allow as of April 2022 for the project site; OR • Measure B: Increase planning code transportation demand management requirements (section 169) for residential uses or its associated program standards for residential uses by an equivalent amount to achieve the vehicle trip reduction estimated by implementation of a 50 percent reduction in planning code parking maximums, compared to parking maximums as of April 2022.	Project sponsor	Prior to the commencement of any project-related soils disturbing activities	Planning Department	Considered complete at issuance of development project's entitlement
NOISE AND VIBRATION				
Project Mitigation Measure M-NO-1 (implements Housing Element EIR Mitigation Measure M-NO-1): Construction Noise Control The project sponsor shall submit a project-specific construction noise control plan to the environmental review officer (ERO) for approval prior to issuance of any demolition or building permit. The construction noise control plan shall be prepared	Project sponsor, project sponsor's qualified acoustical consultant	Prior to issuance of demolition or building permit	Planning Department	Considered complete upon implementation of Planning Department approved project-specific construction

Adopted Mitigation Measure	Monitoring and Reporting Program[a]			
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by a qualified acoustical engineer, with input from the construction contractor, and include all feasible measures to reduce construction noise. The construction noise control plan shall identify noise control measures to ensure that construction noise levels shall not exceed 90 dBA 1-hour L_{eq}, 10 dBA above the ambient noise level, nor an interior level of 45 dBA during nighttime hours at noise sensitive receptors (residences, hospitals, convalescent homes, schools, churches, hotels, and motels). The project sponsor shall ensure that requirements of the construction noise control plan are included in contract specifications. The construction noise control plan shall include the following measures to the degree feasible, or other effective measures, to reduce construction noise levels: • Use construction equipment that is in good working order, and inspect mufflers for proper functionality; • Select "quiet" construction methods and equipment (e.g., improved mufflers, use of intake silencers, engine enclosures); • Use construction equipment with lower noise emission ratings whenever possible, particularly for air compressors; • Prohibit the idling of inactive construction equipment for more than five minutes; • Locate stationary noise sources (such as compressors) as far from nearby noise sensitive receptors as possible, muffle such noise sources, and construct barriers around such sources and/or the construction site. • Avoid placing stationary noise-generating equipment (e.g., generators, compressors) within noise-sensitive buffer areas (as determined by the acoustical engineer) immediately adjacent to neighbors. • Enclose or shield stationary noise sources from neighboring noise-sensitive properties with noise barriers to the extent feasible. To further reduce noise, locate stationary equipment in pit areas or excavated areas, if feasible; and • Install temporary barriers, barrier-backed sound curtains and/or acoustical panels around working powered impact equipment and, if necessary, around the project site perimeter. When temporary barrier units are joined together, the mating surfaces shall be flush with each other. Gaps between barrier units, and between the bottom edge of the barrier panels and the ground, shall be closed				noise control plan and following completion of all construction activities

Adopted Mitigation Measure	Monitoring and Reporting Program[a]			
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with material that completely closes the gaps, and dense enough to attenuate noise. The construction noise control plan shall include the following measures for notifying the public of construction activities, complaint procedures and monitoring of construction noise levels: • Designation of an on-site construction noise manager for the project; • Notification of neighboring noise sensitive receptors within 300 feet of the project construction area at least 30 days in advance of high-intensity noise-generating activities (e.g., pier drilling, pile driving, and other activities that may generate noise levels greater than 90 dBA at noise sensitive receptors) about the estimated duration of the activity; • A sign posted on-site describing noise complaint procedures and a complaint hotline number that shall always be answered during construction; • A procedure for notifying the planning department of any noise complaints within one week of receiving a complaint; • A list of measures for responding to and tracking complaints pertaining to construction noise. Such measures may include the evaluation and implementation of additional noise controls at sensitive receptors; and • Conduct noise monitoring (measurements) at the beginning of major construction phases (e.g., demolition, grading, excavation) and during high-intensity construction activities to determine the effectiveness of noise attenuation measures and, if necessary, implement additional noise control measures.				
WIND				
Project Mitigation Measure M-WI-1 (implements Housing Element EIR Mitigation Measure M-WI-1a): Wind Minimization If the screening-level assessment conducted by the department determines wind tunnel testing is required due to the potential for one or more proposed buildings to create or exacerbate a wind hazard exceedance, such testing shall be conducted by a professionally qualified firm. The proposed buildings tested in the wind tunnel may incorporate wind baffling features or landscaping. Such features must be tested in	Project sponsor, professionally qualified wind consultant	During permit review of future development project consistent with the housing element update	In coordination with San Francisco Municipal Transportation Agency and San Francisco Public Works, the	Considered complete upon approval of final demolition, building, or site permit

Adopted Mitigation Measure	Monitoring and Reporting Program[a]			
	Implementation Responsibility	Mitigation Schedule	Monitoring/ Reporting Responsibility	Monitoring Actions/ Completion Criteria
the wind tunnel and discussed in a wind report in the order of preference discussed below, with the overall intent being to reduce ground-level wind speeds such that the project shall not cause equivalent wind speeds to reach or exceed the 26-mph wind hazard criterion for a single hour of the year in areas of substantial use by people walking (e.g., sidewalks, plazas, building entries, etc.): 1. ***Building Massing***. New buildings and additions to existing buildings shall be shaped to minimize ground-level wind speeds. Examples of these shapes include setbacks, stepped façades, and vertical steps in the massing to help disrupt wind flows. 2. ***Wind Baffling Measures on the Building or on the Project Site.*** Wind baffling measures shall be included on future buildings and/or on the project site to disrupt vertical wind flows along tower façades and through the project site. Examples of these may include staggered balcony arrangements on main tower façades, screens and canopies attached to the buildings, rounded building corners, covered walkways, colonnades, art, free-standing canopies, or wind screens. Only after incorporating all feasible features to reduce wind impacts via building massing and wind baffling, and documenting any such features deemed infeasible shall the following be considered: 3. ***Landscaping on or off the Project Site and/or Wind Baffling Measures in the Public Right-of-Way***. Landscaping and/or wind baffling measures shall be installed in the public right-of-way to slow winds along sidewalks and protect places where people walking are expected to gather or linger. Landscaping and/or wind baffling measures shall be installed on the windward side (i.e., the direction from which the wind is blowing) of the areas of concern. Examples of wind baffling measures may include street art to provide a sheltered area for people to walk and free-standing canopies and wind screens in areas where people walking are expected to gather or linger. If landscaping on or off the project site or wind baffling measures in the public right-of-way are required as one of the features to mitigate wind impacts, Mitigation Measure M-WI-1b shall also apply.			Planning Department to review and approve wind testing	
Project Mitigation Measure M-WI-2 (implements Housing Element EIR Mitigation Measure M-WI-1b): Landscaping Maintenance	Project sponsor with a roof height	During the permit review of a future development project consistent with the	In coordination with San Francisco Municipal Transportation	Ongoing and in perpetuity for the lifetime of the building

Adopted Mitigation Measure	Monitoring and Reporting Program[a]			
	Implementation Responsibility	Mitigation Schedule	Monitoring/ Reporting Responsibility	Monitoring Actions/ Completion Criteria
The project sponsor shall prepare a maintenance plan for review and approval by the department to ensure maintenance of the features required pursuant to Mitigation Measure M-WI-1 in perpetuity. The maintenance plan shall also be reviewed and approved by public works for landscaping or wind baffling measures in the public right-of-way.	greater than 85 feet	housing element update	Agency and San Francisco Public Works, Planning Department to review and approve	

NOTES:

[a] Definitions of MMRP Column Headings:

Adopted Mitigation and Improvements Measures: Full text of the mitigation measure(s) copied verbatim from the final CEQA document.

Implementation Responsibility: Entity who is responsible for implementing the mitigation measure. Project sponsor for a future development project consistent with the housing element update may also include the project's sponsor's contractor/consultant.

Mitigation Schedule: Identifies milestones for when the actions in the mitigation measure need to be implemented. Occupancy permit may refer to a temporary certificate and/or a final permit.

Monitoring/Reporting Responsibility: Identifies who is responsible for monitoring compliance with the mitigation measure and any reporting responsibilities. In most cases it is the planning department that is responsible for monitoring compliance with the mitigation measure. If a department or agency other than the planning department is identified as responsible for monitoring, there should be an expressed agreement between the planning department and that other department/agency. In most cases the project sponsor of the future development project consistent with the housing element update, their contractor, or their consultant is responsible for any reporting requirements.

Monitoring Actions/Completion Criteria: Identifies the milestone at which the mitigation measure is considered complete. This may also identify requirements for verifying compliance.

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