San Francisco Planning

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MITIGATED NEGATIVE DECLARATION

PMND Date:	January 27, 2021; amended on May 6, 2021
Case No.:	2015-009955ENV, 1525 Pine Street
Zoning:	Polk Street Neighborhood Commercial District 65-A Height and Bulk District
Plan Area:	Not applicable
Block/Lot:	0667/020
Lot Size:	3,000 square feet
Project Sponsor:	1525 Pine Street Dev LLC c/o Toby Morris – Kerman Morris Architects LLP 415.749.0302, *toby@kermanmorris.com*
Staff Contact:	Michael Li 628.652.7538, *michael.j.li@sfgov.org*

Project Description

The project site (Assessor's Block 0667, Lot 020) is a 3,000-square-foot rectangular parcel on the south side of Pine Street between Van Ness Avenue and Polk Street in San Francisco's Nob Hill neighborhood. The project site is a through lot with one frontage on Pine Street and one frontage on Austin Street, and it is occupied by a one-story restaurant called Grubstake. The project site slopes up gradually from east to west (Polk Street to Van Ness Avenue) and from south to north (Austin Street to Pine Street). The project site is in the Polk Street Neighborhood Commercial District and a 65-A Height and Bulk District.

The proposed project consists of demolishing the existing one-story restaurant and constructing an eight-story, 83-foot-tall building (plus an additional 17-foot-tall elevator penthouse) containing 21 dwelling units and approximately 2,855 square feet of commercial space. The existing restaurant, Grubstake, would vacate the premises during the demolition and construction period but would return to occupy the basement, ground floor, and mezzanine of the new building. The dwelling units would be on the second through eighth floors. The proposed project would not include any automobile parking, and the existing curb cut on Austin Street would be removed. A total of 32 bicycle parking spaces would be provided (28 Class 1 spaces in a storage room in the basement of the proposed building and two Class 2 spaces on both the Pine Street and Austin Street sidewalks adjacent to the project site). Usable open space for the residents of the proposed project would be provided in the form of a common roof deck.

A substantial amount of interior and exterior features of the existing building would be removed and reused and/or replicated in the new commercial space:

- Match the original footprint/orientation of the lunch wagon
- Match the existing scale and proportion of the lunch wagon
- Replicate the metal barrel vault ceiling
- Replicate the train car façade
- Reuse/replicate decorative lights and side globe lights
- Reuse existing windows where possible and where not possible, replicate to match existing
- Salvage, restore and reuse murals
- Reuse the existing Grubstake signage, including light box signage and neon lights
- Replicate the wooden bar
- Reuse/replicate the tile floor, chrome accents, linear counter and backless stools
- Retain the menu style and most-liked traditional dishes

In addition, the project sponsor would develop and implement an interpretive program that focuses on the history of the project site. The primary goal of the interpretive program is to educate visitors and future residents about the property's historical themes, associations, and lost contributing features within broader historical, social, and physical landscape contexts. The interpretive program would include the installation of permanent on-site interpretive displays but may also include development of digital/virtual interpretive products.

Finding

This project could not have a significant effect on the environment. This finding is based upon the criteria of the Guidelines of the State Secretary for Resources, Sections 15064 (Determining Significant Effect), 15065 (Mandatory Findings of Significance), and 15070 (Decision to Prepare a Negative Declaration), and the following reasons as documented in the initial study for the project, which is attached. Mitigation measures are included for this project to avoid potentially significant effects (see Section F, Mitigation Measures and Improvement Measures, pp. 96-110).

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

Lisa Gibson
Environmental Review Officer

May 6, 2021

Date of Adoption of
Final Mitigated Negative Declaration

cc: Toby Morris – Kerman Morris Architects LLP
Alexis Pelosi – Pelosi Law Group
Claudine Asbagh – Current Planning Division
Supervisor Aaron Peskin, District 3

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1525 Pine Street

Planning Department Case No. 2015-009955ENV

A. Project Description

Project Location

The project site (Assessor's Block 0667, Lot 020) is a 3,000-square-foot rectangular parcel on the south side of Pine Street between Van Ness Avenue and Polk Street in San Francisco's Nob Hill neighborhood (see Figure 1). The project site is a through lot with one frontage on Pine Street and one frontage on Austin Street, and it is occupied by a one-story restaurant called Grubstake. The project site slopes up gradually from east to west (Polk Street to Van Ness Avenue) and from south to north (Austin Street to Pine Street). The project site is in the Polk Street Neighborhood Commercial District (NCD) and a 65-A Height and Bulk District.

Project Characteristics

The proposed project consists of demolishing the existing one-story restaurant and constructing an eight-story, 83-foot-tall building (plus an additional 17-foot-tall elevator penthouse) containing 21 dwelling units and approximately 2,855 square feet of commercial space. The existing restaurant, Grubstake, would vacate the premises during the demolition and construction period but would return to occupy the basement, ground floor, and mezzanine of the new building. The dwelling units would be on the second through eighth floors. The proposed project would not include any automobile parking, and the existing curb cut on Austin Street would be removed. A total of 32 bicycle parking spaces would be provided (28 Class 1 spaces in a storage room in the basement of the proposed building and two Class 2 spaces on both the Pine Street and Austin Street sidewalks adjacent to the project site). Usable open space for the residents of the proposed project would be provided in the form of a common roof deck. See Attachment A for the project plans.

A substantial amount of interior and exterior features of the existing building would be removed and reused and/or replicated in the new commercial space:[1]

- Match the original footprint/orientation of the lunch wagon
- Match the existing scale and proportion of the lunch wagon
- Replicate the metal barrel vault ceiling
- Replicate the train car façade
- Reuse/replicate decorative lights and side globe lights
- Reuse existing windows where possible and where not possible, replicate to match existing

[1] Project plans for 1525 Pine Street, Sheets G6.00 and G6.01, ~~July 31, 2020~~ April 20, 2021. All documents cited in this Initial Study are available for review at the San Francisco Planning Department, 49 South Van Ness Avenue, Suite 1400, San Francisco, California as part of the project file for Case No. 2015-009955ENV.

Figure 1: Project Location

SOURCE: San Francisco Planning Department

- Salvage, restore and reuse murals
- Reuse the existing Grubstake signage, including light box signage and neon lights
- Replicate the wooden bar
- Reuse/replicate the tile floor, chrome accents, linear counter and backless stools
- Retain the menu style and most-liked traditional dishes

In addition, the project sponsor would develop and implement an interpretive program that focuses on the history of the project site.[2] The primary goal of the interpretive program is to educate visitors and future residents about the property's historical themes, associations, and lost contributing features within broader historical, social, and physical landscape contexts. The interpretive program would include the installation of permanent on-site interpretive displays but may also include development of digital/virtual interpretive products. See Section E.3, Cultural Resources, of this initial study for more information.

Project Construction

Construction of the proposed project is expected to last 18 months. The proposed building would rest on a concrete mat slab foundation supported by drilled piers; pile driving would not be required. Construction of the proposed project would require excavation to a depth of up to 14 feet below ground surface and the removal of about 1,500 cubic yards of soil from the project site.

Project Approvals

The proposed project would require the following approvals:

Planning Commission

- Conditional Use Authorization to develop a lot larger than 2,499 square feet, establish a nonresidential use larger than 1,999 square feet, establish a restaurant on the ground floor, establish a liquor license, operate a business between the hours of 2:00 a.m. and 6:00 a.m., reuse the vintage projecting blade sign, and modify the required dwelling unit mix
- Granting of waivers under the Individually Requested State Density Bonus Program related to building height/bulk, rear yard, usable open space, permitted obstructions, dwelling unit exposure, setbacks on narrow streets, ground-floor ceiling height, and ground-floor transparency and fenestration.

Actions by Other City Departments

- Demolition Permit *(Planning Department and Department of Building Inspection)*
- Site/Building Permit *(Planning Department and Department of Building Inspection)*

Conditional Use Authorization by the Planning Commission constitutes the Approval Action for the proposed project. The Approval Action date establishes the start of the 30-day period for the appeal of the Final Mitigated Negative Declaration to the Board of Supervisors pursuant to Section 31.04(h) of the San Francisco Administrative Code.

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[2] Project plans for 1525 Pine Street, Sheet G6.01, ~~July 31, 2020~~ April 20, 2021.

B. Project Setting

Project Site and Surrounding Land Uses

The project site is on the northern half of an improved block bounded by Pine Street on the north, Polk Street on the east, Bush Street on the south, and Van Ness Avenue on the west. Austin Street, which runs east-west and divides the project block into northern and southern halves, forms the southern boundary of the project site. The topography of the project site and the project vicinity slopes up from east to west.

Existing buildings on the project block vary in height from one story to 12 stories. The property adjacent to and east of the project site is occupied by a three-story building with residential uses above a ground-floor commercial use. Other buildings on the project block that front Polk Street, Bush Street, and Van Ness Avenue vary in height from one story to five stories and contain residential, commercial, and industrial uses. The property adjacent to and west of the project site is occupied by a six-story building and a 12-story building containing a total of approximately 100 dwelling units and 10,000 square feet of ground-floor commercial space.

The project vicinity is characterized by residential, retail, office, hotel, and automotive uses. The scale of development in the project vicinity ranges in height from 15 feet to 225 feet. On the northeast corner of Pine Street and Van Ness Avenue, there is a 25-story, 225-foot-tall hotel (Holiday Inn). On the southwest corner of Pine Street and Van Ness Avenue, there is a 12-story, 128-foot-tall retirement home (San Francisco Towers). Other land uses in the area include Stuart Hall High School (0.3 mile west of the project site), Lafayette Park (0.3 mile northwest), Redding Elementary School (0.1 mile east), Saint Francis Memorial Hospital (0.2 mile east), and Sergeant John Macaulay Park (0.3 mile southeast).

The project site is well served by public transit. Within one-quarter mile of the project site, Muni operates the 1 California, 1AX California "A" Express, 1BX California B" Express, 2 Clement, 3 Jackson, 19 Polk, 27 Bryant, 31AX Balboa "A" Express, 31BX Balboa "B" Express, 38 Geary, 38AX Geary "A" Express, 38BX Geary "B" Express, 38R Geary Rapid, 47 Van Ness, and 49 Van Ness/Mission bus lines and the California cable car. Golden Gate Transit operates multiple bus lines along Van Ness Avenue, one-half block west of the project site.

Cumulative Context

The cumulative context for land use effects are typically localized, within the immediate vicinity of the project site, or at the neighborhood level. Cumulative development in the project vicinity (within approximately a quarter-mile radius of the project site) includes the following projects, which are either under construction or for which the Planning Department has a project application on file. The areas and the projects relevant to the analysis vary, depending on the topic, as detailed in the cumulative analyses presented in subsequent sections of this document.

- Case No. 2018-011249ENV: 1567 California Street (demolition of an existing two-story commercial building and construction of an eight-story building containing 100 dwelling units and approximately 9,825 square feet of commercial space)
- Case No. 2020-004634ENV: 1240 Bush Street (addition of five dwelling units to an existing 16-unit building)
- Case No. 2019-022850ENV: 1101 Sutter Street (renovation of an existing three-story building, demolition of an existing two-story building, and construction of a 14-story building containing a total of 201 dwelling

units, approximately 6,970 square feet of commercial space, 2,000 square feet of office space, 3,650 square feet of childcare space, and 59 parking spaces)

- Case No. 2015-015950ENV: 955 Post Street (demolition of an existing two-story building and construction of an eight-story building containing 90 dwelling units and approximately 1,540 square feet of commercial space)
- Case No. 2015-012577ENV: 1200 Van Ness Avenue (demolition of an existing five-story medical office building and construction of a 13-story building containing 107 dwelling units, approximately 109,260 square feet of medical offices, approximately 25,570 square feet of commercial space, and 275 parking spaces)
- Case No. 2014.0914ENV: 1033 Polk Street (demolition of an existing two-story commercial building and construction of an eight-story building containing 19 dwelling units and approximately 605 square feet of commercial space)
- Van Ness Bus Rapid Transit Project: Implementation of right-of-way improvements along a two-mile-long segment of Van Ness Avenue (from Mission Street to Lombard Street) to accommodate bus rapid transit service

Implementation of the nearby cumulative development projects would result in the construction of a total of 522 dwelling units, approximately 44,510 square feet of commercial space, 2,000 square feet of office space, 3,650 square feet of childcare space, 109,260 square feet of medical offices, and 334 parking spaces in the project vicinity.

C. Compatibility with Existing Zoning and Plans

	Applicable	*Not Applicable*
Discuss any variances, special authorizations, or changes proposed to the planning code or zoning map, if applicable.	☒	☐
Discuss any conflicts with any adopted plans and goals of the City or region, if applicable.	☒	☐
Discuss any approvals and/or permits from city departments other than the planning department or the Department of Building Inspection, or from regional, state, or federal agencies.	☒	☐

San Francisco Planning Code and Zoning Maps

The San Francisco Planning Code, which incorporates by reference the City's zoning maps, governs permitted uses, densities, and the configuration of buildings within San Francisco. Permits to construct new buildings or to alter or demolish existing buildings may not be issued unless the proposed project complies with the Planning Code, an exception or variance is granted pursuant to the provisions of the Planning Code, or legislative amendments to the Planning Code are included and adopted as part of the proposed project.

Land Use

The project site is in the Polk Street NCD. Pursuant to Planning Code Section 723, the zoning controls of the Polk Street NCD are designed to encourage and promote development that is compatible with the surrounding neighborhood. The building standards monitor large-scale development and protect rear yards at residential

levels. Consistent with the mixed-use character of Polk Street, new buildings may contain most types of commercial uses on the ground and second floors. The zoning controls encourage neighborhood-serving businesses but limit new eating, drinking, other entertainment, and financial service uses, which can produce parking congestion, noise, and other nuisances. The proposed project's residential and restaurant uses are principally permitted and conditionally permitted, respectively (i.e., conditional use authorization from the Planning Commission pursuant to Planning Code Section 723, Table 723) is required for the restaurant).

Height and Bulk

The project site is in a 65-A Height and Bulk District, which permits a maximum building height of 65 feet. Bulk controls reduce the size of a building's floorplates as the building increases in height. Pursuant to Planning Code Section 270(a), the bulk controls in an "A" Bulk District become effective at a building height of 40 feet. Beginning at a building height of 40 feet, the maximum length of any wall shall not exceed 110 feet, and the maximum diagonal dimension shall not exceed 125 feet. The proposed project would exceed the height and bulk controls for the project site. The project sponsor is requesting that the Planning Commission grant waivers from the height and bulk controls pursuant to the Individually Requested State Density Bonus Program.

Parking and Loading

Pursuant to Planning Code Section 151, parking for residential and commercial uses is not required. Pursuant to Planning Code Section 151.1, up to 0.5 parking spaces is permitted for each dwelling in the Polk Street NCD. Additionally, up to one parking space for every 2,000 square feet of occupied floor area is permitted for eating and drinking uses. The proposed project would not provide any parking spaces. Pursuant to Planning Code Section 152, off-street freight loading loading spaces are required for residential uses that exceed 100,000 square feet of occupied floor area and for retail uses that exceed 10,000 square feet of occupied floor area. The proposed residential and restaurant uses would not exceed these thresholds; no off-street freight loading spaces are required or proposed. Pursuant to Planning Code Section 155.2, the project is required to provide 21 Class 1 bicycle parking spaces (21 for the dwelling units, none for the restaurant) and three Class 2 bicycle parking spaces (one for the dwelling units, two for the restaurant). The project would provide a total of 32 bicycle parking spaces (28 Class 1 spaces in a storage room in the basement of the proposed building and two Class 2 spaces on both the Pine Street and Austin Street sidewalks adjacent to the project site).

Floor Area Ratio

Floor area ratio (FAR) is the ratio of gross floor area of all the buildings on a lot to the area of the lot. Pursuant to Planning Code Section 124(b), FAR shall not apply to dwellings or other residential uses in NCDs. The proposed project consists of residential and commercial uses in the Polk Street NCD. FAR is not applicable to the residential component of the proposed project, but the nonresidential component of the proposed project complies with the 2.5 to 1 FAR applicable to the project site. The project site has an area of 3,000 square feet. Up to 7,500 square feet of nonresidential space could be developed on the project site, and the restaurant would be approximately 2,855 square feet.

Plans and Policies

San Francisco General Plan

The *San Francisco General Plan* (*General Plan*)establishes objectives and policies to guide land use decisions related to the physical development of San Francisco. It is comprised of ten elements, each of which addresses a particular topic that applies citywide: Air Quality; Arts; Commerce and Industry; Community Facilities; Community Safety; Environmental Protection; Housing; Recreation and Open Space; Transportation; and Urban Design. Any conflict between the proposed project and polices that relate to physical environmental issues are discussed in Section E, Evaluation of Environmental Effects. The compatibility of the proposed project with *General Plan* policies that do not relate to physical environmental issues will be considered by decision-makers as part of their deliberations on whether to approve or disapprove the proposed project.

Proposition M – The Accountable Planning Initiative

In November 1986, the voters of San Francisco approved Proposition M, the Accountable Planning Initiative, which added Section 101.1 to the Planning Code and established eight Priority Policies. These policies, and the topics in Section E, Evaluation of Environmental Effects, that address the environmental issues associated with these policies, are: (1) preservation and enhancement of neighborhood-serving retail uses; (2) protection of neighborhood character; (3) preservation and enhancement of affordable housing (Question 2b, Population and Housing, regarding housing supply and displacement issues); (4) discouragement of commuter automobiles (Questions 5a and 5b, Transportation and Circulation); (5) protection of industrial and service land uses from commercial office development and enhancement of resident employment and business ownership; (6) maximization of earthquake preparedness (Question 15a, Geology and Soils); (7) landmark and historic building preservation (Question 3a, Cultural Resources); and (8) protection of open space (Question 10a, Shadow, and Question 11a, Recreation).

Prior to issuing a permit for any project that requires an Initial Study under CEQA, prior to issuing a permit for any demolition, conversion, or change of use, and prior to taking any action that requires a finding of consistency with the *General Plan*, the City is required to find that the proposed project or legislation would be consistent with the Priority Policies.

As noted above, the compatibility of the proposed project with *General Plan* objectives and policies that do not relate to physical environmental issues will be considered by decision-makers as part of their deliberations on whether to approve or disapprove the proposed project. Any potential conflicts that are identified as part of the process would not alter the physical environmental effects of the proposed project and are not required to be addressed in this Initial Study.

Regional Plans and Policies

The five principal regional planning agencies and their overarching policy-plans to guide planning in the nine-county Bay Area include the Association for Bay Area Governments' *Plan Bay Area* and *Projections 2040*, the Bay Area Air Quality Management District's *Bay Area 2017 Clean Air Plan*, the Metropolitan Transportation Commission's *Regional Transportation Plan – Transportation 2035*, the San Francisco Regional Water Quality Control Board's *San Francisco Basin Plan*, and the San Francisco Bay Conservation and Development Commission's *San Francisco Bay Plan*. Based on the size and nature of the proposed project, no anticipated conflicts with regional plans would occur.

D. Summary of Environmental Effects

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

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

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

Aesthetics and Parking

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

a) The project is in a transit priority area;

b) The project is on an infill site; and

c) The project is residential, mixed-use residential, or an employment center.

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

Automobile Delay and Vehicle Miles Traveled

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

In January 2016, the OPR published for public review and comment a *Revised Proposal on Updates to the CEQA Guidelines on Evaluating Transportation Impacts in CEQA*[4] recommending that transportation impacts for projects be measured using a vehicle miles traveled (VMT) metric. On March 3, 2016, in anticipation of the future certification of the revised CEQA Guidelines, the San Francisco Planning Commission adopted the OPR's recommendation to use the VMT metric instead of automobile delay to evaluate the transportation impacts of projects (Resolution No. 19579). The VMT metric does not apply to the analysis of project impacts on non-automobile modes of travel such as riding transit, walking, and bicycling.

E. Evaluation of Environmental Effects

Topics:		*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
1.	LAND USE AND PLANNING. 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?	☐	☐	☒	☐	☐

Impact LU-1: The proposed project would not physically divide an established community. *(No Impact)*

The division of an established community typically involves the construction of a physical barrier to neighborhood access, such as a new freeway, or the removal of a means of access, such as a bridge or a roadway.

[3] San Francisco Planning Department, *Eligibility Checklist for CEQA Section 21099: Modernization of Transportation Analysis, 1525 Pine Street* (hereinafter "*CEQA section 21099 Checklist*"), December 30, 2020.

[4] Governor's Office of Planning and Research. Available at http://opr.ca.gov/docs/Revised_VMT_CEQA_Guidelines_Proposal_January_20_2016.pdf, accessed August 23, 2020.

Implementation of the proposed project would not result in the construction of a physical barrier to neighborhood access or the removal of an existing means of access; it would result in the construction of a new building containing 21 dwelling units and approximately 2,855 square feet of commercial space. Implementation of the proposed project would not alter the established street grid or permanently close any streets or sidewalks. Although portions of the sidewalks adjacent to the project site could be closed for periods of time during project construction, these closures would be temporary in nature. For these reasons, the proposed project would not physically divide an established community and would have no impact.

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

Land use impacts would be considered significant if the proposed project would conflict with any plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. Environmental plans and policies are those that directly address environmental issues and/or contain targets or standards that must be met in order to preserve 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 *2017 Clean Air Plan* and the San Francisco Regional Water Quality Control Board's *San Francisco Basin Plan*. As discussed in Section C, Compatibility with Existing Zoning and Plans, the proposed project would not substantially conflict with any plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect, including Article 10 of the San Francisco Planning Code, the *2017 Clean Air Plan*, San Francisco's *Strategies to Address Greenhouse Gas Emissions* (GHG Reduction Strategy), and the San Francisco Urban Forestry Ordinance, as discussed in Section E.3, Cultural Resources, Section E.7, Air Quality, Section E.8 Greenhouse Gas Emissions, and Section E.14, Biological Resources, respectively. Therefore, the proposed project would have a less-than-significant impact related to conflicts with land use plans, policies, or regulations.

Impact C-LU-1: The proposed project, in combination with past, present, and reasonably foreseeable future projects, would not result in a cumulative land use impact. *(Less than Significant)*

Cumulative development in the project vicinity (within a quarter-mile radius of the project site) includes projects that are either under construction or for which the Planning Department has a project application on file.

As previously discussed in the Project Setting, the nearby cumulative development projects would result in the construction of a total of 522 dwelling units, approximately 44,510 square feet of commercial space, 2,000 square feet of office space, 3,650 square feet of childcare space, 109,260 square feet of medical offices, and 334 parking spaces in the project vicinity. The nearby cumulative development projects would not 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 are required to comply with applicable plans, policies, and regulations, including those adopted for the purpose of avoiding or mitigating an environmental effect such as Article 10 of the San Francisco Planning Code, the *2017 Clean Air Plan*, San Francisco's GHG Reduction Strategy, and the San Francisco Urban Forestry Ordinance. 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.

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

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

In general, a project would be considered growth-inducing if its implementation would result in substantial unplanned population growth or new development that might not otherwise occur without the project. The proposed project, which would result in the construction of a new building containing 21 dwelling units and approximately 2,855 square feet of commercial space, would directly increase the residential population on the project site and contribute to anticipated population growth in both the neighborhood and citywide contexts.

The 2010 United States Census reported a population of 805,235 persons in San Francisco.[5] Based on an average of 2.36 persons per household from 2014 to 2018, implementation of the proposed project would increase the residential population at the project site by about 50 residents.[6] The increase in the number of dwelling units and residents associated with the proposed project is not considered substantial unplanned population growth that would cause a substantial adverse physical change to the environment. Moreover, the project site is already developed, is in an established neighborhood, is in a zoning district that principally permits residential uses, and is served by existing infrastructure. The proposed project would not indirectly induce substantial population growth in the project vicinity because it would not extend any roads or other infrastructure into areas where roads or other infrastructure currently do not exist.

The existing restaurant, Grubstake, would vacate the premises during the demolition and construction period but would return to occupy the basement, ground floor, and mezzanine of the new building. The restaurant would increase in size from 1,660 to 2,855 square feet, but the number of employees is not expected to increase substantially, if at all. Implementation of the proposed project would not induce substantial unplanned employment growth that would cause a substantial adverse physical change to the environment.

The proposed project would be consistent with *San Francisco General Plan* objectives and policies and Association of Bay Area Governments (ABAG) priority development area goals and criteria; it is located on an infill site, would be served by existing transit, and is in an area containing a mix of moderate density housing, services, retail, employment, and civic or cultural uses.

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5 United States Census Bureau, QuickFacts, San Francisco County, California. Available at https://www.census.gov/quickfacts/fact/table/sanfranciscocountycalifornia,US/PST045219, accessed October 1, 2020.

6 *Ibid.*

The proposed project would not directly or indirectly induce substantial population or employment growth in the project vicinity or citywide such that an adverse physical change to the environment would occur. This impact would be less than significant, and no mitigation measures are necessary.

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

The proposed project would not displace substantial numbers of existing housing units because there are no existing housing units on the project site. Implementation of the proposed project would not result in the need to construct replacement units to house substantial numbers of people. The project sponsor is also the owner/operator of Grubstake, the existing restaurant on the project site. Grubstake would be temporarily displaced from the project site during the demolition and construction period but would return to occupy the basement, ground floor, and mezzanine of the new building. For these reasons, the proposed project would not displace substantial numbers of existing housing units or people. This impact would be less than significant, and no mitigation measures are necessary.

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

The cumulative context for population and housing effects is typically citywide. Over the last several years, the supply of housing has not met the demand for housing in San Francisco. In December 2013, the ABAG projected regional housing needs in the *Regional Housing Need Plan, San Francisco Bay Area: 2015-2023*. According to this plan, the housing growth need of San Francisco for 2015 through 2023 is 28,869 dwelling units: 6,234 units in the very low income level (0 to 50 percent of the area median income); 4,639 units in the low income level (51 to 80 percent); 5,460 units in the moderate income level (81 to 120 percent); and 12,536 units in the above moderate income level (120 percent and higher).[7] These numbers are consistent with the development pattern identified in *Plan Bay Area 2040*, a state-mandated, integrated long-range transportation, land use, and housing plan.[8] As part of the planning process for *Plan Bay Area 2040*, San Francisco identified priority development areas, which consist of areas where new development will support the day-to-day needs of residents and workers in a pedestrian-friendly environment served by transit. The project site is located within the Downtown/Van Ness/Northeast Neighborhoods Priority Development Area. Although the proposed project, in combination with other past, present, and reasonably foreseeable future projects, would increase the population in the area, it would not induce substantial population growth beyond that already anticipated to occur. For these reasons, the proposed project, in combination with other past, present, and reasonably foreseeable future projects, would not result in a significant cumulative impact related to population and housing.

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7 Association of Bay Area Governments (ABAG), *Regional Housing Need Plan, San Francisco Bay Area: 2015-2023*, July 2013. Available at https://abag.ca.gov/sites/default/files/2015-23_rhna_plan.pdf, accessed December 28, 2020.

8 Metropolitan Transportation Commission and ABAG, *Plan Bay Area 2040*, July 26, 2017. Available at https://www.planbayarea.org/plan-bay-area-2040, accessed December 28, 2020.

Topics:		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
3.	CULTURAL RESOURCES. Would the project:					
a)	Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5, including those resources listed in article 10 or article 11 of the San Francisco Planning Code?	☐	☐	☒	☐	☐
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?	☐	☒	☐	☐	☐

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

Historical resources are those properties that meet the definitions in Section 21084.1 of the CEQA statute and Section 15064.5 of the CEQA Guidelines. Historical resources include properties listed in, or formally determined eligible for listing in, the California Register of Historical Resources (California Register) or in an adopted local historic register. Historical resources also include resources identified as significant in a historical resource survey meeting certain criteria. Additionally, properties that are not listed but are otherwise determined to be historically significant, based on substantial evidence, would also be considered historical resources. The significance of a historical resource is materially impaired when a project "demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance ..."[9]

Existing Building

The existing building on the project site is a raised one-story lunch-wagon-style diner that consists of two volumes. The western volume is a lunch wagon originally constructed before 1916 that features a curved sheet metal roof and four metal sash, single lite casement windows with awning toplites. The eastern volume, which wraps around the rear of the western volume is a wood-frame rectangular structure that was added to the lunch wagon in 1975 and consists of a flat roof, vertical wood siding, two aluminum sliding windows, and a partially glazed wood door. The eastern volume is set back from the front property line, and the setback is filled with a raised porch that extends to the sidewalk.

Determining whether the existing building is a historical resource under CEQA involves an assessment of the building's significance, integrity, and character-defining features.

Significance

The existing building is a contributor to the Polk Gulch LGBTQ Historic District and is eligible for listing in the California Register under Criterion 1 (Events) for its association with the development of LGBTQ enclaves in the Polk Gulch neighborhood from the 1960s to the 1970s.[10] The existing building is a contributor to the historic

9 CEQA Guidelines Section 15064.5(b)(2)(A).

10 San Francisco Planning Department, *Historic Resource Evaluation Response, Part I, 1525 Pine Street* (hereinafter *"HRER, Part I"*), May 15, 2019, p. 3.

district based on its strong association with LGBTQ businesses and social groups. The restaurant (re)opened as Grubstake in the 1960s and was a popular destination for the LGBTQ community through the 1980s. Grubstake developed a reputation for being an open and welcoming establishment to members of the LGBTQ community during a time when businesses often did not open their doors to them.

The existing building is not eligible for listing in the California Register as an individual resource under Criterion 1 (Events).[11] The existing building does not appear to have individually made any significant contributions to the early development of the Polk Gulch neighborhood. The original lunch wagon structure was relocated to the project site from Sutter Street around 1916 after the neighborhood had been largely redeveloped and reconstructed following the 1906 earthquake. Additionally, no significant events were identified through archival research or through oral history as having taken place at Grubstake that on their own influenced local, regional or national trends related to LGBTQ rights, activism, or cultural and social trends.

Under Criterion 2 (Persons), the existing building is not eligible for listing in the California Register as an individual resource or as a contributor to the Polk Gulch LGBTQ Historic District.[12] In order to be considered eligible under Criterion 2, a property must illustrate (rather than commemorate) a person's important achievements and must be associated with the person's productive life and work during the period in which those achievements were accomplished. From the 1910s through the 1980s, the restaurant changed ownership several times. Although many of the owners were successful businessmen and/or restaurateurs, none of them appear to have made significant contributions to local, state, or national history such that the subject property would be individually significant for its association with their work. During the 1960s and 1970s, Grubstake became a popular late-night eatery among the LGBTQ community that thrived in the Polk Gulch neighborhood at the time. While many patrons of the Grubstake included prominent figures within the LGBTQ community, such as Harvey Milk, Grubstake was not a primary place where significant or recognizable individuals conducted their business.

Under Criterion 3 (Architecture), the existing building is not eligible for listing in the California Register as an individual resource or as a contributor to the Polk Gulch LGBTQ Historic District.[13] The existing building is not the work of a master architect or builder and does not embody the distinctive characteristics of a type, period, region, or method of construction. Prior to or around 1916, a lunch wagon, the manufacturer and origins of which are unknown, was relocated to the project site from Sutter Street. The lunch wagon sustained a minor gabled roof rear addition shortly after being relocated to the project site. In 1975, additional alterations to expand the lunch wagon at the east side and rear created the current conditions on the project site. Many of the prominent features that characterize lunch wagons (e.g., small rectilinear layout, simple entrance stairs, decorative glazing, an interior layout/circulation defined by a lunch counter with limited seating, and the relationship of a small wagon to the overall site) no longer exist due to the 1975 expansion. The existing building is no longer representative of a lunch wagon as it appears to have evolved from a lunch wagon into a diner by way of the 1975 expansion. The additions that allowed the existing building to transition from a mobile eatery to a larger permanent restaurant were not completed by a master architect or builder and do not characterize the building in a unique or outstanding manner such that it would be considered an individually eligible resource. Additionally, 1525 Pine Street was surveyed as part of the Planning Department's *Draft Neighborhood Commercial Buildings Historic Resources Survey*

11 *HRER, Part I*, p. 5.

12 *HRER, Part I*, pp. 6-7.

13 *HRER, Part I*, pp. 7-8.

and was determined not to be significant under Criterion 3 (Architecture) as an exemplary or outstanding storefront.

Under Criterion 4 (Information Potential), the existing building is not eligible for listing in the California Register as an individual resource or as a contributor to the Polk Gulch LGBTQ Historic District.[14] Regarding the built environment, this criterion applies to rare construction types. The existing building is not an example of a rare construction type.

Integrity

Although the existing building has undergone major alterations, those alterations were implemented in 1975, which is within the period of significance of the Polk Gulch LGBTQ Historic District (1960s to 1990s). Therefore, the existing building retains integrity and conveys its overall significance as a contributor to the historic district.[15]

Character-Defining Features

The character-defining features of the existing building include the following and express its historical significance as a contributor to the Polk Gulch LGBTQ Historic District under Criterion 1 (Events) for its association with the development of LGBTQ enclaves in the Polk Gulch neighborhood from the 1960s to the 1970s:[16]

- Polk Street commercial corridor "spine" with clusters of contributing properties
- Dense urban fabric with one- and two-way streets, paved sidewalks, and minimal street trees
- Commercial uses of contributing resources, which historically included a variety of LGBTQ-associated businesses such as bars, nightclubs, restaurants, clothing stores, record stores, bathhouses, and theaters.
- Twentieth century commercial blocks and residential-over-commercial buildings (most constructed between 1907 and 1921) with:
    - One- to four-story massing
    - Classical Revival (Edwardian era), Eclectic, and altered styles
    - Ground-floor storefronts (most are altered)
    - Angled bay windows at upper floors of some buildings
    - Flat roofs

The character-defining features of the existing building include the following:[17]

- Stepped up, one-story massing that includes a raised porch at the front and a stepped up entry
- Projecting volume at the front comprised of the former lunch wagon structure that includes a curved sheet metal roof and four front-facing and three side-facing metal-sash, single-lite casement windows with narrow awning-style toplites of green marbled decorative glazing

14 *HRER, Part I*, p. 9.

15 *HRER, Part I*, p. 9.

16 *HRER, Part I*, pp. 9-10.

17 *HRER, Part I*, p. 10.

- Prominent signage including the projecting sign at the front and the business sign above the rectangular massing
- Interior features including:
    - Two distinct interior spaces: the dining room and the lunch wagon space occupied by a bar partially separated by the east wall of the lunch wagon
    - Large mural located along the east wall by Jason Philips, dated 1976
    - Chevron-shaped bar that extends the length of the lunch wagon space
    - Stained glass infilled skylight openings in the curved roof of the lunch wagon volume
    - Checkered patterned floor tiles within the lunch wagon volume
    - Globe light fixtures mounted to the walls throughout the dining room and lunch wagon
    - Mixture of booth and table seating

In summary, the existing building is eligible for listing in the California Register as a contributor to the Polk Gulch LGBTQ Historic District under Criterion 1 (Events), retains its integrity, and exhibits character-defining features. For these reasons, the existing building is considered a contributor to the California Register-eligible Polk Gulch LGBTQ Historic District, which is a historical resource under CEQA.

Proposed Project

The proposed project consists of the demolition of the existing one-story restaurant, Grubstake, and the construction of an eight-story mixed-use building. The ground floor would contain a one-story-with-mezzanine commercial space to be reoccupied by Grubstake, and the second through eighth floors would contain 21 dwelling units. A substantial amount of interior and exterior features of the existing building would be removed and reincorporated replicated in the new commercial space:[18]

- Match the original footprint/orientation of the lunch wagon
- Match the existing scale and proportion of the lunch wagon
- Replicate the metal barrel vault ceiling
- Replicate the train car façade
- Reuse/replicate decorative lights and side globe lights
- Reuse existing windows where possible and where not possible, replicate to match existing
- Remove, restore and reinstall murals
- Reuse the existing Grubstake signage, including light box signage and neon lights
- Replicate the wooden bar
- Reuse/replicate the tile floor, chrome accents, linear counter and backless stools

[18] San Francisco Planning Department, *Historic Resource Evaluation Response, Part II, 1525 Pine Street* (hereinafter *"HRER, Part II"*), October 22, 2020, pp. 1-2.

- Retain the menu style and most-liked traditional dishes

The Polk Gulch LGBTQ Historic District is significant for its association with the LGBTQ community that developed as an enclave in the Polk Gulch neighborhood beginning in the 1960s and generally is exhibited by the character-defining features discussed on the preceding page. The historic district currently contains 15 identified known contributing properties, including the existing building, and has the potential for more contributors to be identified through additional research.

Although the proposed project includes the demolition of a contributor to the historic district, the proposed project would not cause a significant impact to the historic district; additionally, the existing building is not an individually eligible historic resource.[19] There would be 14 known contributing properties remaining after the proposed project has been completed, and there is the potential for more contributing properties to be identified through additional research. As discussed above, many of the character-defining features of the existing building would be reincorporated, or otherwise replicated in the new commercial space (interior and exterior) to be reoccupied by Grubstake as part of the design of the proposed project. Retention of character-defining features through reincorporation and/or replication improves the proposed project's compatibility with the character of the historic district.

The proposed eight-story building would generally be compatible with the character-defining features of the Polk Gulch LGBTQ Historic District:[20]

- The existing commercial use's relationship to the Polk Street commercial corridor "spine" would not change.
- The proposed project would maintain the existing sidewalk widths and features and would add street trees on Pine and Austin streets.
- While the existing building would be demolished, the new building would include a ground-floor-with-mezzanine commercial space to be reoccupied by Grubstake. Interior and exterior character-defining features from the existing Grubstake space would be removed and reincorporated, or otherwise replicated in the new commercial space. The features to be reincorporated are those that have been identified as illustrating the significance of the contributing space to the Polk Gulch LGBTQ Historic District.
- The proposed project would include a ground-floor storefront to be reoccupied by Grubstake, angled bay windows at the residential upper floors above, and a flat roof.

While the proposed project includes the demolition of a contributing property in an identified-eligible historic district, the new building would retain and reuse and/or replicate many of the historic aspects and features of the property that make it a contributor such that it would generally be compatible with the character-defining features of the district. The character-defining features to be retained and incorporated into the design of the proposed project are features that illustrate and will continue to illustrate the existing building's significance as a contributor to the Polk Gulch LGBTQ Historic District. Overall, the proposed project would not result in the material impairment of the district, as the district would still convey its significant association with the

19 *HRER, Part II*, p. 2.

20 *HRER, Part II*, pp. 2-3.

development of LGBTQ enclaves in the Polk Gulch neighborhood from the 1960s to the 1990s.[21] This impact would be less than significant, and no mitigation measures are necessary.

The project sponsor has agreed to implement Improvement Measures I-CR-1a: Documentation, I-CR-1b: Interpretation, and I-CR-1c: Salvage Architectural Materials from the Site for Public Information and Reuse.[22]

Improvement Measure I-CR-1a: Documentation

A. Historic American Building/Historic American Landscape Survey

Prior to the issuance of demolition or site permits, the project sponsor should undertake Historic American Building/Historic American Landscape Survey-like (HABS/HALS-like) level documentation of the subject property, structures, objects, materials, and landscaping. The documentation should be funded by the project sponsor and undertaken by a qualified professional who meets the standards for history, architectural history, or architecture (as appropriate), as set forth by the Secretary of the Interior's Professional Qualification Standards (36 Code of Federal Regulation, Part 61) and will assist with the reuse and/or replication of character-defining features to be incorporated into the new construction and provide content to the interpretation program, both of which are part of the proposed project. The professional overseeing the documentation should meet with Planning Department staff for review and approval of a coordinated documentation plan before work on any one aspect may commence. The specific scope of the documentation should be reviewed and approved by the Planning Department. The documentation package created should consist of the items listed below.

Measured Drawings: A set of measured drawings that depict the existing size, scale, and dimension of the subject property. Planning Department preservation staff will accept the original architectural drawings or an as-built set of architectural drawings (plan, section, elevation, etc.) with modification to meet HABS guidelines as determined by Planning Department preservation staff. Planning Department preservation staff will assist the consultant in determining the appropriate level of measured drawings.

Historic American Buildings/Historic American Landscape Survey Level Photographs: Either Historic American Buildings/Historic American Landscape Survey (HABS/HALS) standard large-format or digital photography should be used. The scope of the digital photographs should be reviewed by Planning Department preservation staff for concurrence, and all digital photography should be conducted according to the latest National Park Service standards. The photography should be undertaken by a qualified professional with demonstrated experience in HABS/HALS photography. Photograph views for the data set should include contextual views; views of each side of the building and interior views, including any original interior features, where possible; oblique views of the building; and detail views of character-defining features, including landscape elements. All views should be referenced on a photographic key. This photographic key should be on a map of the property and should show the photograph number with an arrow to indicate the direction of the view. Historic photographs should also be collected, reproduced, and included in the data set.

21 *HRER, Part II*, p. 3.

22 *Agreement to Implement Mitigation Monitoring and Reporting Program, 2019-009955ENV, 1525 Pine Street*, January 25, 2021.

The professional(s) should prepare the documentation and the Planning Department should monitor its preparation. The HABS/HALS documentation scope will determine the requested documentation type for each facility, and the project sponsor will conduct outreach to identify other interested repositories.

The professional(s) should submit the completed documentation for review and approval by Planning Department preservation staff before issuance of building permits. All documentation will be reviewed and approved by Planning Department preservation staff before any demolition or site permit is granted for the affected historical resource.

The final approved documentation should be provided in both printed and electronic form to the Planning Department and offered to repositories including, but not limited to, the San Francisco Public Library, the Northwest Information Center, San Francisco Architectural Heritage, the California Historical Society, and the GLBT Historical Society. The Planning Department will make electronic versions of the documentation available to the public at no charge.

B. Video Recordation

Prior to any demolition or substantial alteration of an individual historical resource or contributor to a historic district on the project site, the project sponsor should retain a qualified professional to undertake video documentation of the affected historical resource and its setting. This mitigation measure would supplement the traditional HABS/HALS documentation, and would enhance the collection of reference materials that would be available to the public and inform future research.

The documentation should be conducted by a professional videographer with experience recording architectural resources. The professional videographer should provide a storyboard of the proposed video recordation for review and approval by Planning Department preservation staff. The documentation should be narrated by a qualified professional who meets the standards for history, architectural history, or architecture (as appropriate), as set forth by the Secretary of the Interior's Professional Qualification Standards (36 Code of Federal Regulations, Part 61). The documentation should include as much information as possible—using visuals in combination with narration—about the materials, construction methods, current condition, historical use, and historic context of the historic resources.

The final video should be reviewed and approved by Planning Department preservation staff prior to issuance of a demolition permit or site permit or issuance of any building permits for the project.

Archival copies of the video documentation should be submitted to the Planning Department, and to repositories including: History Room at the San Francisco Public Library, Prelinger Archives, the California Historical Society, San Francisco Architectural Heritage, and the Northwest Information Center of the California Historical Information Resource System. This improvement measure would supplement the traditional HABS documentation, and would enhance the collection of reference materials that would be available to the public and inform future research.

<u>Improvement Measure I-CR-1b: Interpretation</u>

The project sponsor should facilitate the development of an interpretive program focused on the history of the project site as outlined in the project description. The interpretive program should be developed

and implemented by a qualified professional with demonstrated experience in displaying information and graphics to the public in a visually interesting manner, such as a museum or exhibit curator. The project sponsor should utilize the oral histories and subsequent transcripts prepared as part of the Historic Resource Evaluation review process. As feasible, coordination with local artists or community members should occur. The primary goal of the program is to educate visitors and future residents about the property's historical themes, associations, and lost contributing features within broader historical, social, and physical landscape contexts. These themes would include but not be limited to the subject property's historic significance as a contributor to the identified-eligible Polk Gulch LGBTQ Historic District and should include the oral histories previous undertaken for this project.

This program should be initially outlined in a Historic Resources Public Interpretive Plan (HRPIP) subject to review and approval by Planning Department preservation staff. The HRPIP will lay out the various components of the interpretive program that should be developed in consultation with a qualified preservation professional. The HRPIP should describe the interpretive product(s), locations or distribution of interpretive materials or displays, the proposed content and materials, the producers or artists of the displays or installation, and a long-term maintenance program. The HRPIP should be approved by Planning Department staff prior to issuance of a site permit or demolition permit.

The interpretive program should include the installation of permanent on-site interpretive displays but may also include development of digital/virtual interpretive products. For physical interpretation, the plan should include the proposed format and accessible location of the interpretive content, as well as high-quality graphics and written narratives. The permanent display should include the history of 1525 Pine Street and the historical context of the Polk Gulch LGBTQ Historic District. The display should be placed in a prominent, public setting within, on, or in the exterior of the new building. The interpretive material(s) should be installed within the project site boundaries and made of durable all-weather materials. The interpretive material(s) should be of high quality and installed to allow for high public visibility. The interpretive plan should also explore contributing to digital platforms that are publicly accessible, such as the History Pin website or phone applications. Interpretive material could include elements such as virtual museums and content, such as oral history, brochures, and websites. All interpretive material should be publicly available.

The HRPIP should be approved by Planning Department preservation staff prior to issuance of the architectural addendum to the site permit. The detailed content, media and other characteristics of such interpretive program should be approved by Planning Department preservation staff prior to issuance of a Temporary Certificate of Occupancy.

Prior to finalizing the HRPIP, the sponsor and consultant should attempt to convene a community group consisting of local preservation organizations and other interested parties such as SF Heritage and the GLBT Historical Society to receive feedback on the interpretive plan.

The interpretive program should be developed in coordination with the archaeological program if archaeological interpretation is required.

The interpretive program should also coordinate with other interpretive programs currently proposed or installed in the vicinity or for similar resources in the city.

Improvement Measure I-CR-1c: Salvage Architectural Materials from the Site for Public Information and Reuse

As included in the project description, the project sponsor proposes to reuse many of the significant features associated with Grubstake in the proposed project. Prior to the removal of the character-defining features of the historic district contributor that are proposed to be incorporated into the proposed project, the project sponsor should provide Planning Department preservation staff with a salvage plan that outlines the details of how the features to be reused and incorporated into the proposed project would be removed, stored, reinstalled, and maintained. The salvage plan should be reviewed and approved by Planning Department preservation staff prior to issuance of the architectural addendum to the site permit.

Implementation of these improvement measures would further reduce the proposed project's less-than-significant impacts.

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

Determining the potential for encountering archeological resources is based on relevant factors such as the location, depth, and amount of excavation proposed as well as any recorded information on known resources in the area. Construction of the proposed project would require excavation to a depth of up to 14 feet below ground surface and the removal of about 1,500 cubic yards of soil. Due to the depth of the proposed excavation, the Planning Department conducted a Preliminary Archeological Review and determined that the project site is sensitive for prehistoric archeological resources and human remains as well as historic-period archeological resources.[23]

Excavation as part of the proposed project could damage or destroy these subsurface archeological resources, which would impair their ability to convey important scientific and historical information. The proposed project could result in a significant impact on archeological resources if such resources are present within the project site. Implementation of Mitigation Measure M-CR-2, Archeological Testing, would be required to reduce the potential impact on archeological resources to a less-than-significant level. Archeological testing, monitoring, and data recovery would preserve and realize the information potential of archeological resources. The recovery and documentation of information about archeological resources that may be encountered within the project site would enhance knowledge of prehistory and history. This information would be available to future archeological studies, contributing to the collective body of scientific and historic knowledge. With implementation of Mitigation Measure M-CR-2, the proposed project would not cause a substantial adverse change in the significance of an archeological resource should one be discovered during excavation of the project site.

Mitigation Measure M-CR-2: Archeological Testing

Based on a reasonable presumption that archeological resources may be present within the project site, the following measures shall be undertaken to avoid any potentially significant adverse effect from the proposed project on buried or submerged historical resources and on human remains and associated or unassociated funerary objects. The project sponsor shall retain the services of an archeological consultant from the rotational Qualified Archeological Consultants List (QACL) maintained by the

[23] San Francisco Planning Department, *Environmental Planning Preliminary Archeological Review, 1525 Pine Street*, October 27, 2017.

Planning Department (Department) archeologist. After the first project approval action or as directed by the Environmental Review Officer (ERO), the project sponsor shall contact the Department archeologist to obtain the names and contact information for the next three archeological consultants on the QACL.

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

Archeological Testing Program. The archeological consultant and the ERO shall meet and consult on the scope of the archeological testing program reasonably prior to commencement of any project-related soils-disturbing activities. The archeological consultant shall prepare and submit to the ERO for review and approval an archeological testing plan (ATP). The archeological testing program shall be conducted in accordance with the approved ATP. The ATP shall identify the property types of the expected archeological resource(s) that potentially could be adversely affected by the proposed project, the testing method to be used, and the locations recommended for testing. The purpose of the archeological testing program will be to determine to the extent possible the presence or absence of archeological resources and to identify and to evaluate whether any archeological resource encountered on the site constitutes an historical resource under CEQA.

At the completion of the archeological testing program, the archeological consultant shall submit a written report of the findings to the ERO. If, based on the archeological testing program, the archeological consultant finds that significant archeological resources may be present, the ERO, in consultation with the archeological consultant, shall determine if additional measures are warranted. Additional measures that may be required include preservation in place, archeological interpretation, monitoring, additional testing, and/or an archeological data recovery program. No archeological data recovery shall be undertaken without the prior approval of the ERO or the Department archeologist.

If the ERO determines that a significant archeological resource is present and that the resource could be adversely affected by the proposed project, the ERO, in consultation with the project sponsor, shall determine whether preservation of the resource in place is feasible. If so, the proposed project shall be redesigned so as to avoid any adverse effect on the significant archeological resource. If preservation in place is not feasible, a data recovery program shall be implemented, unless the ERO determines that the archeological resource is of greater interpretive than research significance and that interpretive use of the resource is feasible.

Consultation with Descendant Communities. On discovery of an archeological site[24] associated with descendant Native Americans, the Overseas Chinese, or other potentially interested descendant group, an appropriate representative[25] of the descendant group and the ERO shall be contacted. The representative of the descendant group shall be given the opportunity to monitor archeological field investigations of the site and to offer recommendations to the ERO regarding appropriate archeological treatment of the site, of recovered data from the site, and, if applicable, any interpretative treatment of the associated archeological site. A copy of the Final Archaeological Resources Report shall be provided to the representative of the descendant group.

Human Remains and Associated or Unassociated Funerary Objects. The treatment of human remains and of associated or unassociated funerary objects discovered during any soils- disturbing activity shall comply with all applicable state and federal laws. This shall include immediate notification of the Medical Examiner of the City and County of San Francisco and, in the event of the Medical Examiner's determination that the human remains are Native American remains, notification of the Native American Heritage Commission, which shall appoint a Most Likely Descendant (MLD). The MLD shall complete his or her inspection and make recommendations or preferences for treatment and disposition within 48 hours of being granted access to the site (Public Resources Code Section 5097.98). The ERO shall also be notified immediately upon discovery of human remains.

The project sponsor and the ERO shall make all reasonable efforts to develop a Burial Agreement ("Agreement") with the MLD, as expeditiously as possible, for the treatment and disposition, with appropriate dignity, of the human remains and associated or unassociated funerary objects (as detailed in CEQA Guidelines Section 15064.5(d)). The Agreement shall take into consideration the appropriate excavation, removal, recordation, scientific analysis, custodianship, curation, and final disposition of the human remains and associated or unassociated funerary objects.

Nothing in existing state regulations or in this mitigation measure compels the project sponsor and the ERO to accept recommendations of an MLD. However, if the ERO, project sponsor, and MLD are unable to reach an agreement on scientific treatment of the remains and associated or unassociated funerary objects, the ERO, in cooperation with the project sponsor, shall ensure that the remains and associated or unassociated funerary objects are stored securely and respectfully until they can be reinterred on the property, with appropriate dignity, in a location not subject to further or future subsurface disturbance (Public Resources Code Section 5097.98).

Treatment of historic-period human remains and of associated or unassociated funerary objects discovered during soils-disturbing activity additionally shall follow protocols laid out in the archeological testing program and any agreement established between the project sponsor, the Medical Examiner, and the ERO.

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24 The term "archeological site" is intended here to minimally include any archeological deposit, feature, burial, or evidence of burial.

25 An "appropriate representative" of the descendant group is here defined to mean, in the case of Native Americans, any individual listed in the current Native American Contact List for the City and County of San Francisco maintained by the California Native American Heritage Commission and, in the case of the Overseas Chinese, the Chinese Historical Society of America. An appropriate representative of other descendant groups should be determined in consultation with the Department archeologist.

Archeological Monitoring Program. If the ERO, in consultation with the archeological consultant, determines that an archeological monitoring program shall be implemented, the archeological monitoring program shall minimally include the following provisions:

- The ERO, in consultation with the archeological consultant, shall determine what project activities shall be archeologically monitored. In most cases, any soils-disturbing activities, such as demolition, foundation removal, excavation, grading, utilities installation, foundation work, driving of piles (foundation, shoring, etc.), site remediation, etc., shall require archeological monitoring because of the risk these activities pose to potential archeological resources and to their depositional context;
- The archeological consultant shall undertake a worker training program for soils-disturbing workers that will include an overview of expected resource(s), how to identify the evidence of the expected resource(s), and the appropriate protocol in the event of apparent discovery of an archeological resource;
- The archeological monitor(s) shall be present on the project site according to a schedule agreed upon by the archeological consultant and the ERO until the ERO has, in consultation with the project archeological consultant, determined that project construction activities could have no effects on significant archeological deposits;
- The archeological monitor shall record and be authorized to collect soil samples and artifactual/ecofactual material as warranted for analysis;
- If an intact archeological deposit is encountered, all soils-disturbing activities in the vicinity of the deposit shall cease. The archeological monitor shall be empowered to temporarily redirect demolition/excavation/pile driving/construction activities and equipment until the deposit is evaluated. If, in the case of pile driving or deep foundation activities (foundation, shoring, etc.), the archeological monitor has cause to believe that the pile driving or deep foundation activities may affect an archeological resource, the pile driving or deep foundation activities shall be terminated until an appropriate evaluation of the resource has been made in consultation with the ERO. The archeological consultant shall immediately notify the ERO of the encountered archeological deposit. The archeological consultant shall make a reasonable effort to assess the identity, integrity, and significance of the encountered archeological deposit, and present the findings of this assessment to the ERO for a determination as to whether the resources are significant and implementation of an archeological data recovery program therefore is necessary.

Whether or not significant archeological resources are encountered, the archeological consultant shall submit a written report of the findings of the monitoring program to the ERO.

Archeological Data Recovery Program. The archeological data recovery program shall be conducted in accord with an archeological data recovery plan (ADRP). The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the ADRP prior to preparation of a draft ADRP. The archeological consultant shall submit a draft ADRP to the ERO. The ADRP shall identify how the proposed data recovery program will preserve the significant information the archeological resource is expected to contain. That is, the ADRP will identify what scientific/historical research questions are applicable to the expected resource, what data classes the resource is expected to possess, and how the expected data classes would address the applicable research questions. Data recovery, in general, should be limited to

the portions of the historical property that could be adversely affected by the proposed project. Destructive data recovery methods shall not be applied to portions of the archeological resources if nondestructive methods are practical.

The scope of the ADRP shall include the following elements:

- *Field Methods and Procedures*. Descriptions of proposed field strategies, procedures, and operations.
- *Cataloguing and Laboratory Analysis*. Description of selected cataloguing system and artifact analysis procedures.
- *Discard and Deaccession Policy*. Description of and rationale for field and post-field discard and deaccession policies.
- *Interpretive Program*. Consideration of an on-site/off-site public interpretive program for significant finds.
- *Security Measures*. Recommended security measures to protect the archeological resource from vandalism, looting, and non-intentionally damaging activities.
- *Final Report*. Description of proposed report format and distribution of results.
- *Curation*. Description of the procedures and recommendations for the curation of any recovered data having potential research value, identification of appropriate curation facilities, and a summary of the accession policies of the curation facilities.

Public Interpretation. If project soils disturbance results in the discovery of a significant archeological resource, the ERO may require that information provided by archeological data recovery be made available to the public in the form of a non-technical, non-confidential archeological report, archeological signage and displays or another interpretive product. The project archeological consultant shall prepare an Archeological Public Interpretation Plan that describes the interpretive product(s), locations, or distribution of interpretive materials or displays, the proposed content and materials, the producers or artists of the displays or installation, and a long-term maintenance program. The draft interpretive plan may be a stand-alone document or may be included as an appendix to the Final Archeological Resources Report, depending on timing of analyses. The draft interpretive plan shall be subject to the ERO for review and approval and shall be implemented prior to project occupancy.

Final Archeological Resources Report. The archeological consultant shall submit a Draft Final Archeological Resources Report (FARR) to the ERO that evaluates the historical significance of any discovered archeological resource and describes the archeological and historical research methods employed in the archeological testing/monitoring/data recovery program(s) undertaken. The Draft FARR shall include a curation and deaccession plan for all recovered cultural materials.

Copies of the Draft FARR shall be sent to the ERO for review and approval. Once approved by the ERO, the consultant shall also prepare a public distribution version of the FARR. Copies of the FARR shall be distributed as follows: the California Archaeological Site Survey Northwest Information Center (NWIC) shall receive one (1) copy and the ERO shall receive a copy of the transmittal of the FARR to the NWIC. The Environmental Planning Division of the Planning Department shall receive one bound and one unlocked, searchable PDF copy of the FARR on CD or other electronic medium, along with GIS shapefiles of the site

and feature locations and copies of any formal site recordation forms (CA DPR 523 series) and/or documentation for nomination to the National Register of Historic Places/California Register of Historical Resources.

With implementation of Mitigation Measure M-CR-2, this impact would be less than significant.

Impact CR-3: The proposed project would disturb human remains. *(Less than Significant with Mitigation)*

In the unlikely event that human remains are encountered during construction, any inadvertent damage to human remains would be considered a significant impact. In order to reduce this potential impact to a less-than-significant level, the project sponsor must implement Mitigation Measure M-CR-2, Archeological Testing, which includes the required procedures for the treatment of human remains. With implementation of Mitigation Measure M-CR-2, as described above, the proposed project would have a less-than-significant impact on previously unknown human remains.

Impact C-CR-1: The proposed project, in combination with past, present, and reasonably foreseeable future projects, would not result in cumulative impacts on cultural resources. *(Less than Significant)*

The Polk Gulch LGBTQ Historic District currently consists of 15 identified known contributing properties. Besides the proposed project, there is one other cumulate development project proposed within the district boundaries that would result in impacts to a contributor. This other cumulative development project includes the demolition of a two-story commercial building at 1567 California Street and the construction of an eight-story, mixed-use building. The existing building at 1567 California Street, formerly occupied by a popular gay dance club called Buzzby's, is a contributor to the district. Combined, the proposed projects at 1525 Pine Street and 1567 California Street would result in the demolition of two contributors to the district. However, the proposed project at 1525 Pine Street would incorporate a number of the character-defining features of the contributor such that it would be compatible with the historic district and its significance as a contributor would continue to be illustrated. The cumulative impact of the two proposed projects would be minimal such that the district would retain sufficient integrity and continue to convey its significance through the retention of 13 known contributors.[26] This impact would be less than significant, and no mitigation measures are necessary.

Environmental impacts on archeological resources are generally site-specific and limited to the construction area of an individual development project. The nearest cumulative project is at 1567 California Street, approximately 0.1 mile northeast of the project site. The proposed project would not combine with any cumulative projects to create a significant cumulative impact on archeological resources. This impact would be less than significant, and no mitigation measures are necessary.

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[26] *HRER, Part II*, p. 3.

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

Impact TC-1: The proposed project would cause a substantial adverse change in the significance of a tribal cultural resource. *(Less than Significant with Mitigation)*

Public Resources Code Section 21074(a)(2) requires the lead agency to consider the effects of a project on tribal cultural resources. As defined in Section 21074(a)(1), tribal cultural resources are sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are listed, or determined to be eligible for listing, in a national, state, or local register of historical resources.

Pursuant to Assembly Bill 52, effective July 1, 2015, within 14 days of a determination that an application for a project is complete or a decision by a public agency to undertake a project, the lead agency is required to contact the Native American tribes that are culturally or traditionally affiliated with the geographic area in which the project is located. Notified tribes have 30 days to request consultation with the lead agency to discuss potential impacts on tribal cultural resources and measures for addressing those impacts.

On December 4, 2017, the Planning Department mailed a "Tribal Notification Regarding Tribal Cultural Resources and CEQA" to the appropriate Native American tribal representatives who have requested notification. During the 30-day comment period, no Native American tribal representatives contacted the Planning Department to request consultation.

However, there is always some potential for unknown tribal cultural resources to be encountered during excavation activities. As discussed under Impact CR-2, the project site is in an archeologically sensitive area with the potential for prehistoric archeological resources, which may be considered TCRs. In the event that construction activities disturb unknown archeological sites that are considered TCRs, any inadvertent damage

would be considered a significant impact. Mitigation Measure M-TC-1: Tribal Cultural Resources Archeological Resource Preservation Plan and/or Interpretive Program, would address impacts related to the discovery of previously unknown TCRs.

> Mitigation Measure M-TC-1: Tribal Cultural Resources Archeological Resource Preservation Plan and/or Interpretive Program
>
> In the event of the discovery of an archeological resource of Native American origin, the Environmental Review Officer (ERO), the project sponsor, and the tribal representative shall consult to determine whether preservation in place would be feasible and effective. If it is determined that preservation-in-place of the TCR would be both feasible and effective, then the archeological consultant shall prepare an archeological resource preservation plan, which shall be implemented by the project sponsor during construction to ensure the permanent protection of the resource.
>
> If the ERO, in consultation with the project sponsor and the tribal representative, determines that preservation in place of the TCR is not a sufficient or feasible option, then the project archeologist shall prepare an interpretive program of the TCR in consultation with affiliated Native American tribal representatives and the project sponsor. The plan shall identify proposed locations for displays or installations, the proposed content and materials of those displays or installations, the producers or artists of the displays or installations, and a long-term maintenance program. The interpretive program may include artist installations, preferably by local Native American artists, oral histories with local Native Americans, artifacts displays and interpretation, and educational panels or other informational displays. Upon approval by the ERO and prior to project occupancy, the interpretive program shall be implemented by the project sponsor.

With implementation of Mitigation Measure M-TC-1, impacts on TCRs would be less than significant.

Impact C-TC-1: The proposed project, in combination with past, present, and reasonably foreseeable future projects, would not result in cumulative impacts on tribal cultural resources. *(Less than Significant)*

Environmental impacts on TCRs are generally site-specific and limited to the construction area of an individual development project. The nearest cumulative project is at 1567 California Street, approximately 0.1 mile northeast of the project site. The proposed project would not combine with any cumulative projects to create a significant cumulative impact on TCRs. This impact would be less than significant, and no mitigation measures are necessary.

Topics:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
5. TRANSPORTATION AND CIRCULATION— Would the project:					
a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	☐	☐	☒	☐	☐

Topics:		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
b)	Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	☐	☐	☒	☐	☐
c)	Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses?	☐	☐	☒	☐	☐
d)	Result in inadequate emergency access?	☐	☐	☒	☐	☐

Appendix G Questions and Significance Criteria

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

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

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

Construction

Construction of the project would have a significant effect on the environment if it would require a substantially extended duration or intense activity; and the effects would create potentially hazardous conditions for people walking, bicycling, or driving, or public transit operations; or interfere with accessibility for people walking or bicycling or substantially delay public transit.

Operation

The operational impact analysis addresses the following five significance criteria. A project would have a significant effect if it would:

- create potentially hazardous conditions for people walking, bicycling, or driving or public transit operations;
- interfere with accessibility of people walking or bicycling to and from the project site, and adjoining areas, or result in inadequate emergency access;
- substantially delay public transit;

- cause substantial additional VMT 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; or
- 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.

Project-Level Impacts

Impact TR-1: Construction of the proposed project would not require a substantially extended duration or intense activity and the secondary effects would not create potentially hazardous conditions for people walking, bicycling, or driving; or interfere with accessibility for people walking or bicycling; or substantially delay public transit. *(Less than Significant)*

Construction of the proposed project is expected to last 18 months. During this period, construction activities are expected to occur on weekdays from 7:00 a.m. until 5:00 p.m., with occasional work on Saturdays from 8:00 a.m. until 4:00 p.m. when needed.

Construction staging would largely occur on the project site, with transport of materials either via Pine Street or Austin Street. During the construction period, it may be necessary to temporarily close the sidewalk along Pine Street and/or Austin Street. The project sponsor would be required to follow the *Regulations for Working in San Francisco Streets*.[27] During sidewalk closures, signage and protection for people walking would be erected, as appropriate, and the contractor would be required to maintain adequate bicycle and walking circulation at all times. Travel lane closures along Pine Street would be coordinated with the City in order to minimize the impacts on local traffic. No closure or relocation of existing bus stops or other changes to transit service would be necessary, and no temporary changes to existing bicycle facilities would be necessary

The impact of construction traffic would be a temporary lessening of the capacities on surrounding roadways and truck routes, as well as connecting local streets, due to the slower movement and larger turning radii of trucks. Given the project site's proximity to high-quality local and regional transit service, a substantial portion of construction workers would be expected to take public transit to and from the project site, with only a minor number of workers traveling to and from the project site in private vehicles. Nonetheless, construction truck and worker vehicle traffic could result in minor congestion and conflicts with vehicles, transit, people walking and bicyclists.

Construction activities would be temporary and of limited duration, and the majority of construction activity would occur during off-peak hours when traffic volumes are minimal and potential for conflicts is low (i.e., most construction workers would arrive at the project between 5:30 a.m and 7:00 a.m. and depart from the project site between 2:00 p.m. and 3:30 p.m.).

Considering the temporary duration and the magnitude of project-related construction activities, construction would not result in substantial interference with pedestrian, bicycle, or vehicular circulation or with accessibility

[27] San Francisco Municipal Transportation Agency, *Regulations for Working in San Francisco Streets*, September 2012. Available at https://www.sfmta.com/reports/construction-regulations-blue-book, accessed December 31, 2020.

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

Implementation of Improvement Measure I-TR-1: Coordinated Construction Traffic Management Plan, discussed below, would further reduce any less-than-significant transportation impacts related to project construction.

Improvement Measure I-TR-1: Coordinated Construction Traffic Management Plan

The project sponsor should participate in the preparation and implementation of a coordinated construction traffic management plan that includes measures to reduce hazards between construction-related traffic and pedestrians, bicyclists, and transit vehicles. The coordinated construction traffic management plan should be prepared in coordination with other public and private projects within a one-block radius that may have overlapping construction schedules and should be subject to review and approval by the City's interdepartmental Transportation Advisory Staff Committee (TASC). The plan should include, but not necessarily be limited to, the following measures:

Restricted Construction Access Hours: Limit truck movements and deliveries requiring lane closures to occur between 9:00 a.m. and 4:00 p.m., outside of peak morning and evening weekday commute hours.

Alternative Transportation for Construction Workers: Provide incentives to construction workers to carpool, use transit, bike, and walk to the project site as alternatives to driving alone to and from the project site. Such incentives may include, but not be limited to, providing secure bicycle parking spaces, participating in the free-to-employee-and-employer ride matching program from www.511.org, participating in the emergency ride home program through the City of San Francisco (www.sferh.org), and providing transit information to construction workers.

Construction Worker Parking Plan: The location of construction worker parking will be identified as well as the person(s) responsible for monitoring the implementation of the proposed parking plan. The use of on-street parking to accommodate construction worker parking will be discouraged.

Coordination of Temporary Sidewalk Closures: The project sponsor should coordinate sidewalk closures with other projects requesting concurrent lane or sidewalk closures through the TASC and interdepartmental meetings to minimize the extent and duration of requested closures.

Maintenance of Transit, Vehicle, Bicycle, and Pedestrian Access: The project sponsor/construction contractor(s) should meet with Public Works, SFMTA, the Fire Department, Muni Operations, and other City agencies to coordinate feasible measures to include in the Coordinated Construction Management Plan to maintain access for transit, vehicles, bicycles, and pedestrians. This should include an assessment of the need for temporary transit stop relocations or other measures to reduce potential traffic, bicycle, and transit disruption and pedestrian circulation effects during construction of the project.

Proposed Project Construction Updates for Adjacent Businesses and Residents: Provide regularly updated information regarding project construction, including a construction contact person, construction activities, duration, peak construction activities (e.g., concrete pours), travel lane closures, and lane closures (bicycle and parking) to nearby residences and adjacent businesses

through a website, social media, or other effective methods acceptable to the Environmental Review Officer.

Impact TR-2: Operation of the proposed project would not create potentially hazardous conditions for people driving, walking, or bicycling, or for public transit operations. (*Less than Significant*)

The proposed project is estimated to generate 824 daily person trips in the form of 112 auto trips, 429 walking trips, 213 transit trips, and 70 trips by other modes (e.g., bicycle, motorcycle, taxi). However, the proposed project would not alter the existing street grid, reconfigure the intersections near the project site, or introduce other physical features that would increase hazards for people driving, walking, or bicycling, or for public transit operations.

Driving Impacts

The proposed project does not include any changes to the public right-of-way that would result in hazards for people driving. The proposed project does not include a garage, so there would be no new curb cuts on Pine Street or Austin Street; the existing curb cut on Austin Street would be removed, eliminating one location at which potential conflicts between people driving could occur. Operation of the proposed project would not create potentially hazardous conditions for people driving. This impact would be less than significant, and no mitigation measures are necessary.

Walking Impacts

Implementation of the proposed project would increase the level of pedestrian activity in the area above existing levels, with the proposed project estimated to generate 55 walking trips during the p.m. peak hour. People walking to and from the project site would likely be traveling to and from public transit stops and stations in the project vicinity or to and from nearby businesses along Polk Street and Van Ness Avenue. The nearby sidewalks are wide enough to adequately accommodate an increase in the level of pedestrian activity. The Pine Street sidewalk is 9 feet wide, and the portion of the Austin Street sidewalk in front of the project site is 7.5 feet wide; further west, the width of the Austin Street sidewalk increases to 15 feet. The nearest major intersections to the project site (Pine Street/Polk Street and Pine Street/Van Ness Avenue) are controlled intersections with traffic lights that inform pedestrians of when it is safe to cross the street.

The proposed project does not include a garage, so there would be no new curb cuts on Pine Street or Austin Street; the existing curb cut on Austin Street would be removed. Since the proposed project does not include a garage, there would be no vehicles crossing the Pine Street or Austin Street sidewalks and creating potentially hazardous conditions for people walking. This impact would be less than significant, and no mitigation measures are necessary.

Bicycling Impacts

Implementation of the proposed project would increase the level of bicycling activity in the area above existing levels. Bicyclists intending to travel north or south from the project site would exit the building through the rear door on Austin Street and ride approximately 100 feet east to Polk Street, which has a northbound bicycle lane on the east side of the street and a southbound bicycle lane on the west side of the street. From Polk Street, bicyclists can connect to an eastbound bicycle route along California Street (one block north of the project site) and a westbound bicycle route along Sutter Street (two blocks south of the project site).

The proposed project is estimated to generate 12 p.m. peak hour vehicle trips. The addition of this small number of project-generated vehicle trips along surrounding streets would not be substantial. Operation of the proposed project would not create potentially hazardous conditions for people bicycling. This impact would be less than significant, and no mitigation measures are necessary.

Public Transit Impacts

Muni operates buses along Pine, Polk, and Sutter streets, and both Muni and Golden Gate Transit operate multiple bus lines along Van Ness Avenue. Implementation of the proposed project would not alter the established street grid or result in any other changes that could adversely affect public transit operations adjacent to or near the project site. The proposed project does not include a garage, so there would be no new curb cut on Pine Street and no vehicles exiting the project site onto Pine Street and into the path of an approaching bus. Operation of the proposed project would not create potentially hazardous conditions for public transit operations. This impact would be less than significant, and no mitigation measures are necessary.

Impact TR-3: Operation of the project would not interfere with accessibility of people walking or bicycling to and from the project site and adjoining areas or result in inadequate emergency access. (*Less than Significant*)

Implementation of the proposed project would not alter the established street grid, permanently close any streets or sidewalks, or eliminate or reconfigure any existing bicycle routes. Although portions of the sidewalks adjacent to the project site could be closed for periods of time during project construction, these closures would be temporary in nature. Once construction of the proposed project has been completed, people walking and bicycling would experience unrestricted access to and from the project site as they currently do under existing conditions.

Implementation of the proposed project would not result in the permanent closure of any existing streets in the project vicinity or any alterations to the roadway network that would preclude or restrict emergency vehicle access to the project site. Therefore, emergency vehicle access would remain unchanged from existing conditions. Emergency vehicles would continue to access the project site from Pine Street or Austin Street. This impact would be less than significant, and no mitigation measures are necessary.

Impact TR-4: Operation of the proposed project would not substantially delay public transit. (*Less than Significant*)

The project site is well served by public transit, with local and regional transit providers (Muni and Golden Gate Transit, respectively) operating multiple bus lines on streets adjacent to and within one-quarter mile of the project site.

The proposed project is estimated to generate 27 transit trips during the p.m. peak hour. Transit riders to and from the project site would use the nearby Muni bus lines for local trips, and the regional lines (potentially with transfers to and from Muni) for trips outside San Francisco. Among transit riders inbound to the project site, trip origins would be dispersed from within San Francisco and regional locations. The variety of origins yields an insubstantial number of project trips coming from any one origin or along any one transit line during the p.m. peak hour and could be accommodated by existing transit capacity. Therefore, the proposed project would

not have an impact on ridership and capacity utilization[28] for local and regional transit operators during the p.m. peak hour.

The proposed project would not result in the relocation or removal of any existing bus stops or other changes that would alter transit service. Although the proposed project is estimated to generate 12 p.m. peak hour vehicle trips, the addition of this small number of project-generated vehicle trips along surrounding streets would not substantially delay public transit. The proposed project would result in a less-than-significant impact related to transit delay, and no mitigation measures are necessary.

Impact TR-5: Operation of the proposed project would not cause substantial additional VMT or substantially induce additional automobile travel by increasing physical roadway capacity in congested areas or by adding new roadways to the network. *(Less than Significant)*

Vehicle Miles Traveled (VMT) Analysis

As discussed in Section D, Summary of Environmental Effects, in January 2016, the Governor's Office of Planning and Research (OPR) recommended that transportation impacts for projects be measured using a vehicle miles traveled (VMT) metric. In March 2016, the San Francisco Planning Commission adopted the OPR's recommendation to use the VMT metric instead of automobile delay to evaluate the transportation impacts of projects.

Many factors affect travel behavior. These factors include density, diversity of land uses, design of the transportation network, access to regional destinations, distance to high-quality transit, development scale, demographics, and transportation demand management. Typically, low-density development at great distance from other land uses, located in areas with poor access to non-private vehicular modes of travel, generate more automobile travel compared to development located in urban areas, where a higher density, mix of land uses, and travel options other than private vehicles are available.

Given these travel behavior factors, San Francisco has a lower VMT ratio than the nine-county San Francisco Bay Area region. In addition, some areas of the city have lower VMT ratios than other areas of the city. These areas of the city can be expressed geographically through transportation analysis zones (TAZs). TAZs are used in transportation planning models for transportation analysis and other planning purposes. The zones vary in size from single city blocks in the downtown core, multiple blocks in outer neighborhoods, to even larger zones in historically industrial areas like the Hunters Point Shipyard.

The San Francisco County Transportation Authority (Transportation Authority) uses the San Francisco Chained Activity Model Process (SF-CHAMP) to estimate VMT by private automobiles and taxis for different land use types. Travel behavior in SF-CHAMP is calibrated based on observed behavior from the California Household Travel Survey 2010-2012, census data regarding automobile ownership rates and county-to-county worker flows, and observed vehicle counts and transit boardings. SF-CHAMP uses a synthetic population, which is a set of individual actors that represents the Bay Area's actual population, who make simulated travel decisions for a complete day. The Transportation Authority uses tour-based analysis for office and residential uses, which examines the entire chain of trips over the course of a day, not just trips to and from the project. For retail uses, the Transportation Authority uses trip-based analysis, which counts VMT from individual trips to and from the project (as opposed to the entire chain of trips). A trip-based approach, as opposed to a tour-based approach, is necessary for retail

[28] Capacity utilization is the number of passengers on board a transit vehicle relative to the total capacity.

projects because a tour is likely to consist of trips stopping in multiple locations, and the summarizing of tour VMT to each location would overestimate VMT.[29, 30]

For residential development, the existing regional average daily VMT per capita is 17.2.[31] For retail development, the existing regional average daily VMT per retail employee is 14.9. Average daily VMT for retail uses are projected to decrease under future 2040 cumulative conditions. Please see Table 1: Average Daily Vehicle Miles Traveled, which includes the TAZ (327) in which the project site is located.

Table 1: Average Daily Vehicle Miles Traveled

Land Use	Existing			Cumulative 2040		
	Bay Area Regional Average	Bay Area Regional Average minus 15%	TAZ 327 Average	Bay Area Regional Average	Bay Area Regional Average minus 15%	TAZ 327 Average
Households (Residential)	17.2	14.6	2.9	16.1	13.7	2.6
Employment (Retail)	14.9	12.6	7.2	14.6	12.4	7.3

A project would have a significant effect on the environment if it would cause substantial additional VMT, which is defined as VMT exceeding the regional average minus 15 percent.[32] The OPR's *Revised Proposal on Updates to the CEQA Guidelines on Evaluating Transportation Impacts in CEQA* ("proposed transportation impact guidelines") recommends screening criteria to identify types, characteristics, or locations of projects that would not result in significant impacts to VMT. If a project meets one of the three screening criteria provided (Map-Based Screening, Small Projects, and Proximity to Transit Stations), then it is presumed that VMT impacts would be less than significant for the project and a detailed VMT analysis is not required. Map-Based Screening is used to determine if a project site is located within a TAZ that exhibits low levels of VMT. Small Projects are projects that would generate fewer than 100 vehicle trips per day. The Proximity to Transit Stations criterion includes projects that are within a half-mile of an existing major transit stop, have a floor area ratio that is equal to or greater than 0.75, vehicle parking that is less than or equal to that required or allowed by the Planning Code without conditional use authorization, and are consistent with the applicable Sustainable Communities Strategy.

29 To state another way: a tour-based assessment of VMT at a retail site would consider the VMT for all trips in the tour, for any tour with a stop at the retail site. If a single tour stops at two retail locations, for example, a coffee shop on the way to work and a restaurant on the way back home, then both retail locations would be allotted the total tour VMT. A trip-based approach allows us to apportion all retail-related VMT to retail sites without double-counting.

30 San Francisco Planning Department, *Executive Summary: Resolution Modifying Transportation Impact Analysis*, Appendix F, Attachment A, March 3, 2016.

31 Includes the VMT generated by the households in the development and averaged across the household population to determine VMT per capita.

32 San Francisco Planning Department, *Transportation Impact Analysis Guidelines for Environmental Review*, February 2019 (updated October 2019), p. 15. Available at https://sfplanning.org/project/transportation-impact-analysis-guidelines-environmental-review-update, accessed October 26, 2020.

In TAZ 327, the existing average daily household VMT per capita is 2.9, and the existing average daily VMT per retail employee is 7.2.[33] In TAZ 327, the future 2040 average daily household VMT per capita is estimated to be 2.6, and the future 2040 average daily VMT per retail employee is estimated to be 7.3. Given that the project site is located in an area in which the existing and future 2040 residential and retail employee VMT would be more than 15 percent below the existing and future 2040 regional averages, the proposed project's residential and restaurant uses would not result in substantial additional VMT. Furthermore, the project site meets the Proximity to Transit Stations screening criterion, which also indicates the proposed project's residential and restaurant uses would not cause substantial additional VMT.[34] This impact would be less than significant, and no mitigation measures are necessary.

Roadway Capacity and Roadway Network

The proposed project would not add travel lanes to the existing streets in the project vicinity or create new streets that could accommodate vehicles. For these reasons, the proposed project would not substantially induce additional automobile travel by increasing physical roadway capacity in congested areas or by adding new roadways to the network. This impact would be less than significant, and no mitigation measures are necessary.

Impact TR-6: Operation of the proposed project would not result in a loading deficit. *(Less than Significant)*

Freight Loading

The proposed project would generate an average of approximately 13 freight delivery/service vehicle trips per day, which corresponds to a demand of one loading space during the average and peak hour of loading activity.[35] The proposed project would not provide any on-street or off-street loading facilities, and there are no on-street commercial freight loading zones (yellow curb) on Pine, Polk, or Austin streets near the project site. Given that the proposed project is entirely residential except for a 2,855-square-foot restaurant, large trucks (e.g. semi-trucks, tractor-trailers) are not anticipated to need access to the project site. There are three on-street parking spaces on the south side of Pine Street between the project site and the intersection with Polk Street that, when available, could be utilized by freight and service delivery vehicles. Since the project site is a through lot, freight and service delivery vehicles could also park on Austin Street, which has lower volumes of vehicle traffic than Pine Street. Although the proposed project would not provide any on-street or off-street loading facilities, the unmet loading demand is not anticipated to create potentially hazardous conditions (e.g., double-parking) for people driving, walking, or bicycling or that substantially delay public transit. This impact would be less than significant, and no mitigation measures are necessary.

Passenger Loading

The proposed project would generate a passenger loading demand of one vehicle during the p.m. peak hour, resulting in a needed supply equivalent to one passenger vehicle (22 feet).[36] The proposed project would not

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33 *CEQA Section 21099 Checklist*.

34 *Ibid*.

35 The residential use would generate 0.4 freight delivery/service vehicle trips per day, while the restaurant use would generate 12 freight delivery/service vehicle trips per day. The residential use would generate a peak-hour loading demand of 0.02 space, while the restaurant use would generate a peak-hour loading demand of 0.7 space.

36 During the p.m. peak hour, the residential use would generate a passenger loading demand of 0.02 space. During the p.m. peak hour, the restaurant use would generate a passenger loading demand of 0.08 space. In total, the proposed project would generate a passenger loading demand of 0.1 space, which is rounded up to one space, during the p.m. peak hour.

provide an on-street passenger loading zone (white curb), but there is an approximately 60-foot-long passenger loading zone on Pine Street that begins in front of the project site and extends westward. The length of the passenger loading zone would be sufficient to accommodate the anticipated demand of one vehicle during the p.m. peak hour, including the demand of one loading instance during the peak 15 minutes of the p.m. peak hour.[37] The passenger loading zone is not anticipated to be continually occupied. In addition, there is an approximately 20-foot-long passenger loading zone on the south side of Austin Street across from the project site. The existing supply of passenger loading facilities is sufficient to satisfy the demand and would not result in a loading deficit. This impact would be less than significant, and no mitigation measures are necessary.

Residential Move-In/Move-Out Activities

It is anticipated that residents of the building would utilize adjacent on-street parking spaces on the south side of Pine Street for move-in/move-out activities. Should on-street parking be necessary for move-in/move-out activities, spaces would need to be reserved through the SFMTA's temporary signage program.[38] Typically, these activities occur during off-peak times, such as in the evenings and on weekends, when there are lower traffic and walking volumes in the area. Austin Street is another option for move-in/move-out activities if Pine Street is not a convenient location. Given the options available for accommodating residential move-in/move-out activities discussed above, the proposed project would not result in a loading deficit that would create potentially hazardous conditions (e.g., double-parking) for people driving, walking, or bicycling or that substantially delay public transit. This impact would be less than significant, and no mitigation measures are necessary.

2040 Cumulative Conditions

The 2040 cumulative conditions assess the long-term impacts of the proposed project in combination with other reasonably foreseeable projects (cumulative projects) within one-quarter mile of the project site. See Section B, Project Setting, for a list of cumulative projects considered in this analysis.

Impact C-TR-1: The proposed project, in combination with cumulative projects, would not result in significant construction-related transportation impacts. (*Less than Significant*)

It is possible that the proposed project and cumulative development projects could be constructed simultaneously. All project sponsors would be required to follow the *Regulations for Working in San Francisco Streets*. Sidewalk and travel lane closures would be needed at various stages throughout construction. During sidewalk closures, signage and protection for people walking would be erected, as appropriate, and the contractors would be required to maintain adequate bicycle and walking circulation at all times. Travel lane closures along affected streets would be coordinated with the City in order to minimize the impacts on local traffic.

The effect of any simultaneous construction-related traffic would be a temporary lessening of the capacities on surrounding roadways and truck routes, as well as connecting local streets, due to the slower movement and larger turning radii of trucks. Construction truck and worker vehicle traffic could result in minor congestion and

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[37] During the peak 15 minutes of the p.m. peak hour, the residential use would generate a passenger loading demand of 0.03 space. During the peak 15 minutes of the p.m. peak hour, the restaurant use would generate a passenger loading demand of 0.17 space. In total, the proposed project would generate a passenger loading demand of 0.2 space, which is rounded up to one space, during the peak 15 minutes of the p.m. peak hour.

[38] Information about the San Francisco Municipal Transportation Agency's temporary signage permits is available at https://www.sfmta.com/permits/temporary-signage, accessed October 8, 2020.

conflicts with vehicles, transit, people walking and bicyclists. However, construction activities would be temporary and of limited duration, and the majority of construction activity would occur during off-peak hours when traffic volumes are minimal and potential for conflicts is low.

This impact would be less-than significant, and no mitigation measures are necessary. Implementation of Improvement Measure I-TR-1: Coordinated Construction Traffic Management Plan, would further reduce this less-than-significant impact.

Impact C-TR-2: Operation of the proposed project, in combination with cumulative projects, would not create potentially hazardous conditions for people driving, walking, or bicycling, or for public transit operations. (*Less than Significant*)

Implementation of the proposed project and cumulative projects would increase the level of vehicle, pedestrian, and bicycle activity in the project vicinity, which has the potential to result in more conflicts between these different modes of transportation. The proposed project does not include a garage, and five of the seven cumulative projects do not include garages. Collectively, these six projects would not result in vehicles entering and exiting the respective project sites and potentially conflicting with people driving, walking, or bicycling or with public transit operations. The two cumulative projects that include garages, 1101 Sutter Street and 1200 Van Ness Avenue, are each located on a site with three street frontages. Each of these projects could be designed in such a way that the garage fronts on a street that does not include a bicycle lane or public transit service. This design approach could eliminate or minimize potential conflicts between vehicles entering and exiting the respective project sites and people driving, walking, or bicycling, and public transit operations.

The proposed project, in combination with cumulative projects, would not create potentially hazardous conditions for people driving, walking, or bicycling or for public transit operations. This impact would be less than significant, and no mitigation measures are necessary.

Impact C-TR-3: The proposed project, in combination with cumulative projects, would not interfere with accessibility of people walking or bicycling to and from the project site and adjoining areas or result in inadequate emergency access. (*Less than Significant*)

Implementation of the proposed project and cumulative projects would not alter the established street grid, permanently close any streets or sidewalks, or eliminate or reconfigure any existing bicycle routes. Although portions of the sidewalks adjacent to the various project sites could be closed for periods of time during project construction, these closures would be temporary in nature. Once construction of the proposed project and cumulative projects has been completed, people walking and bicycling would experience unrestricted access to and from the various project sites as they currently do under existing conditions.

Implementation of the proposed project and cumulative projects would not result in the permanent closure of any existing streets in the project vicinity or any alterations to the roadway network that would preclude or restrict emergency vehicle access to the project site. Therefore, emergency vehicle access would remain unchanged from existing conditions.

The proposed project, in combination with cumulative projects, would not interfere with accessibility. This impact would be less-than significant, and no mitigation measures are necessary.

Impact C-TR-4: The proposed project, in combination with cumulative projects, would not substantially delay public transit. (*Less than Significant*)

Operation of the proposed project and cumulative projects would result in an increase in the number of vehicles on the local roadway network. The proposed project would add 97 daily vehicle trips, including 12 vehicle trips during the p.m. peak hour. Based on their respective unit counts and square footages of nonresidential uses, three of the cumulative development projects would generate fewer daily and p.m. peak hour vehicle trips than the proposed project, while four of the cumulative projects would generate more daily and p.m. peak hour vehicle trips than the proposed project. The cumulative projects are geographically dispersed throughout the project vicinity, and all of the additional vehicle trips would be distributed along the local street network instead of being concentrated on one or two streets on which public transit operates.

The proposed project, in combination with cumulative projects, would not substantially delay public transit. This impact would be less than significant, and no mitigation measures are necessary.

Impact C-TR-5: The proposed project, in combination with cumulative projects, would not cause substantial additional VMT or substantially induce automobile travel by increasing physical roadway capacity in congested areas or by adding new roadways to the network. (*Less than Significant*)

Table 1: Average Daily Vehicle Miles Traveled, under Impact TR-5 shows the estimated VMT in the year 2040 for the San Francisco Bay Area and in TAZ 327. The future 2040 regional average daily household VMT per capita is estimated to be 16.1, and the future 2040 regional average daily VMT per retail employee is estimated to be 14.6. In TAZ 327, the future 2040 average daily household VMT per capita is estimated to be 2.6, and the future 2040 average daily VMT per retail employee is estimated to be 7.3.

Given that the proposed project and cumulative projects are in an area in which the daily averages for future 2040 residential and retail employee VMT would be more than 15 percent below the future 2040 regional averages, the proposed project would not combine with cumulative projects to cause substantial additional VMT. This impact would be less than significant, and no mitigation measures are necessary.

Neither the proposed project nor the cumulative projects would add travel lanes to the existing streets in the project vicinity or create new streets that could accommodate vehicles. For these reasons, the proposed project would not combine with cumulative projects to substantially induce additional automobile travel by increasing physical roadway capacity in congested areas or by adding new roadways to the network. This impact would be less than significant, and no mitigation measures are necessary.

Impact C-TR-6: The proposed project, in combination with cumulative projects, would not result in significant loading impacts. (*Less than Significant*)

While there would be a general increase in vehicle traffic and loading demand associated with cumulative projects in the project vicinity, loading impacts are localized and site-specific. The cumulative projects are geographically dispersed throughout the project vicinity and would not be close enough to combine with the proposed project or each other to create significant cumulative loading impacts. The nearest cumulative project is at 1567 California Street, approximately 0.1 mile northeast of the project site. The loading demand for this cumulative project would be addressed locally on California Street, not one block to the south (Pine Street) where the project site is located. Similarly, the loading demand for the proposed project would be addressed locally on

Pine and Austin streets, not one block to the north (California Street). The proposed project, in combination with cumulative projects, would not result in a loading deficit that would create potentially hazardous conditions (e.g., double-parking) for people driving, walking, or bicycling or that substantially delay public transit. This impact would be less than significant, and no mitigation measures are necessary.

Topics:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
6. NOISE. Would the project result in:					
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐	☐
b) Generation of 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?	☐	☐	☐	☐	☒

The project site is not within the vicinity of a private airstrip or an airport land use plan area or in an area within two miles of a public airport or public use airport. Therefore, Topic E.6.c is not applicable to the proposed project.

Impact NO-1: Construction and operation of the proposed project would not result in a substantial temporary or permanent increase in ambient noise levels in the project vicinity in excess of established standards. *(Less than Significant)*

Construction Impacts

The construction period for the proposed project would last approximately 18 months and would not involve construction activities at night. Construction equipment and activities would generate noise that could be considered an annoyance by occupants of nearby properties. Construction noise levels would fluctuate depending on construction phase, equipment type and duration of use, distance between noise source and affected receptor, and the presence (or absence) of barriers. Impacts would generally be limited to periods during which excavation occurs, new foundations are installed, and exterior structural and facade elements are altered. Interior construction noise would be substantially reduced by exterior walls.

Construction of the proposed project would require excavation of the project site to a depth of 14 feet below ground surface. The proposed building would rest on a concrete mat slab foundation supported by drilled piers; pile driving would not be required. Therefore, there would be no noise impacts associated with pile driving during construction of the proposed project.

Construction noise is regulated by the San Francisco Noise Ordinance (Article 29 of the Police Code). The ordinance requires that noise levels from individual pieces of construction equipment, other than impact tools, not exceed 80 dBA[39] at a distance of 100 feet from the source. Table 2: Typical Noise Levels from Proposed Project Construction Equipment, provides typical noise levels produced by various types of construction equipment that would be employed for construction of the proposed project. Impact tools (e.g., jackhammers, hoe rams, impact wrenches) are exempt from the Noise Ordinance (Section 2907) provided they have manufacturer-recommended and City-approved mufflers for both intake and exhaust. In addition, Section 2907 requires that jackhammers and pavement breakers be equipped with manufacturer-recommended and City-approved acoustically attenuating shields or shrouds in order to be exempt from the Noise Ordinance limits. Section 2908 prohibits construction work between 8:00 p.m. and 7:00 a.m. if noise would exceed the ambient noise level by 5 dBA at the project property line, unless a special permit is authorized by the Director of San Francisco Public Works or the Director of the Department of Building Inspection. The proposed project would be required to comply with the regulations set forth in the Noise Ordinance.

Table 2: Typical Noise Levels from Proposed Project Construction Equipment[40, 41]

Construction Equipment and Quantity	Noise Level (dBA, L_{eq} at 50 feet)	Noise Level (dBA, L_{eq} at 100 feet)
San Francisco Noise Ordinance Limit	86	80
Air Compressor (2)	78	72
Bore/Drill Rig (2)	84	78
Crane (1)	81	75
Dumpers/Tenders (4)	76	70
Excavator (1)	81	75
Forklift (1)	83	77
Pump (1)	81	75
Vibratory Roller (1)	77	71

Notes: The above L_{eq} noise levels are calculated assuming a 100 percent usage factor at full load (i.e., Lmax noise level 100 percent) for the 1-hour measurement period. Noise levels in **bold** exceed the San Francisco Noise Ordinance limit.

The nearest sensitive receptors to the project site include the adjacent residences on either side of the project site (1515-1517 Pine Street and 106 Austin Street/1331-1339 Polk Street on the east and 1527-1545 Pine Street on the west), residences on the south side of Austin Street about 35 feet south of the project site, residences on the east side of Polk Street about 150 feet east of the project site, Redding Elementary/Early Education School (1421 Pine Street) about 265 feet east of the project site, and Saint Francis Memorial Hospital (900 Hyde Street) about 0.2 mile east of the project site.

39 dBA, or A-weighted decibel, is an overall frequency-weighted sound level in decibels that approximates the frequency response of the human ear. The dBA scale is the most widely used for environmental noise assessment.

40 Federal Highway Administration, *Roadway Construction Noise Model User's Guide*, 2006, p. 3. Available online at http://www.fhwa.dot.gov/environment/noise/construction_noise/rcnm/rcnm.pdf, accessed January 4, 2021.

41 San Francisco Planning Department, *Noise Impact Analysis Guidelines – DRAFT*, Table 5.1, March 2020.

The adjacent and nearby residences would likely experience temporary and intermittent increases in noise levels associated with construction activities as well as the passage of construction trucks to and from the project site. However, these increases in noise levels are not expected to be substantially greater than ambient noise levels in the vicinity, which already exceed 70 L_{dn}.[42, 43] The school and hospital likely would not experience any construction-related noise disturbances given their further distance from the project site. Project-related construction activities would not expose individuals to temporary increases in noise levels that are substantially greater than ambient noise levels. Construction-related noise impacts would be less than significant, and no mitigation measures are necessary.

Operational Impacts

Implementation of the proposed project would add 21 dwelling units and a 2,855-square-foot restaurant to the project vicinity. Vehicular traffic makes the largest contribution to ambient noise levels throughout most of San Francisco. Generally, traffic would have to double in volume to produce a noticeable 3-dBA increase in ambient noise levels in the project vicinity.[44] The intersection of Pine and Larkin streets, two blocks east of the project site, is the closest intersection for which traffic counts have been collected. Traffic counts recorded 20,444 westbound vehicles passing through this intersection on a daily basis, with 2,038 westbound vehicles passing through this intersection during the p.m. peak hour.[45] The proposed project would generate 97 daily vehicle trips, including 12 during the p.m. peak hour. Project-generated vehicle trips would not cause traffic volumes to double on nearby streets; as a result, project-generated traffic noise would not have a noticeable effect on ambient noise levels in the project vicinity.

Mechanical building equipment, such as heating, ventilation and air conditioning (HVAC) systems, as well as other noise-generating devices (home entertainment systems) associated with the residential uses would create operational noise. However, these noise sources would be subject to the Noise Ordinance. Specifically, Section 2909(a) prohibits any person from producing or allowing to be produced, on a residential property, a noise level in excess of five dBA above ambient noise levels at any point outside the property line. In addition, Section 2909(b) prohibits any person from producing or allowing to be produced, on a commercial or industrial property, a noise level in excess of eight dBA above ambient noise levels at any point outside the property line. Moreover, Section 2909(d) establishes maximum noise levels for fixed noise sources (e.g., mechanical equipment) of 55 dBA (from 7:00 a.m. to 10:00 p.m.) and 45 dBA (from 10:00 p.m. to 7:00 a.m.) inside any sleeping or living room in any dwelling unit located on residential property to prevent sleep disturbance. The proposed project would include standard HVAC equipment, which would generate operational noise. The HVAC systems as well as any noise-generating devices that may be associated with the residential uses would be required to meet the noise standards described above. The proposed project would not include any additional noise-generating sources such as backup generators.

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42 San Francisco Planning Department and San Francisco Department of Public Health, *Areas Potentially Requiring Noise Insulations*, March 2009. Available at https://sfplanning.org/sites/default/files/resources/2019-09/Noise.pdf, accessed Octobe 28, 2020.

43 L_{dn}, or day-night average sound level, is the energy average of the A-weighted sound levels occurring during a 24-hour period.

44 United States Department of Transportation, Federal Highway Administration, *Highway Traffic Noise: Analysis and Abatement Guidance*, December 2011, p. 9. Available online at http://www.fhwa.dot.gov/environment/noise/regulations_and_guidance/analysis_and_abatement_guidance/revguidance.pdf, accessed December 28, 2020.

45 San Francisco Municipal Transportation Agency, *SFMTA Traffic Count Data 1993-2015*. Available at https://www.sfmta.com/reports/sfmta-traffic-count-data, accessed October 6, 2020.

Given that the proposed project's vehicle trips would not cause a doubling of traffic volumes on nearby streets and that proposed mechanical equipment and other noise-generating devices would be required to comply with the Noise Ordinance, operational noise from the proposed project would not result in a noticeable increase in ambient noise levels. The proposed project would not generate a substantial permanent increase in ambient noise levels in the project vicinity in excess of applicable standards. This impact would be less than significant, and no mitigation measures are necessary.

Impact NO-2: Construction and operation of the proposed project would generate excessive groundborne vibration or groundborne noise levels. (*Less than Significant with Mitigation*)

Vibration is an oscillatory motion through a solid medium in which the motion's amplitude can be described in terms of displacement, velocity, or acceleration. Construction-related vibration primarily results from the use of impact equipment such as pile drivers (both impact and vibratory), hoe rams, vibratory compactors and jackhammers. The operation of heavy construction equipment, particularly pile drivers and other heavy-duty impact devices (such as pavement breakers), creates seismic waves that radiate along the surface of the ground and downward. These surface waves can be felt as ground vibration and can result in effects that range from annoyance for people to damage to structures. Groundborne vibration generally attenuates rapidly with distance from the source of the vibration.

Receptors sensitive to vibration include structures (especially older masonry structures), people (especially residents, the elderly, and the sick), and equipment (e.g., magnetic resonance imaging equipment, high-resolution lithographic, optical, and electron microscopes). In addition, vibration may disturb nesting and breeding activities for biological resources. Except for long-term occupational exposure, groundborne vibration and noise rarely affect human health.

The nearest sensitive receptors to the project site include the adjacent residences on either side of the project site (1515-1517 Pine Street and 106 Austin Street/1331-1339 Polk Street on the east and 1527-1545 Pine Street on the west). The buildings housing these uses are of wood or steel construction (not masonry) and have not been identified as historic resources. However, the two buildings to the east are older residential structures that were constructed prior to 1925.[46] There are no sensitive equipment uses (e.g., facilities using magnetic resonance imaging equipment, high resolution lithographic, optical and electron microscopes) or biological resources on or near the project site.

Construction Impacts

Construction of the proposed project would not require the types of construction activities, such as blasting or pile driving, that could produce substantial groundborne vibration. However, construction equipment such as excavators bore/drill rigs, loaded trucks, and vibratory rollers could generate varying degrees of temporary groundborne vibration. Therefore, the potential for construction-related vibration impacts on adjacent/nearby sensitive receptors was evaluated.

[46] San Francisco Planning Department, Property Information Map, https://sfplanninggis.org/pim/. The building at 1515-1517 Pine Street was constructed in 1924, and the building at 106 Austin Street/1331-1339 Polk Street was constructed in 1908.

The latest California Department of Transportation (Caltrans) guidance manual, *Transportation and Construction Vibration Guidance Manual*,[47] includes guidelines to use in construction projects to address the potential for building damage, as summarized in Table 3: Caltrans Vibration Damage Potential Threshold Criteria. Vibration levels are measured in inches per second and expressed as a peak particle velocity (PPV). This analysis uses the "Continuous/Frequent" threshold of 0.3 PPV for older residential structures for the adjacent buildings to the east of the project site and the "Continuous/Frequent" threshold of 0.5 PPV for new residential structures for the adjacent building to the west of the project site.

Table 3: Caltrans Vibration Damage Potential Threshold Criteria

Structure Type and Condition	Maximum Peak Particle Velocity (in/sec)	
	Transient Sources	Continuous/Frequent Intermittent Sources
Extremely fragile historic buildings	0.12	0.08
Fragile buildings	0.2	0.1
Historic and some old buildings	0.5	0.25
Older residential structures	0.5	0.3
New residential structures	1.0	0.5
Modern industrial/commercial buildings	2.0	0.5
Note: Transient sources create a single, isolated vibration event (e.g., blasting or drop balls). Continuous/frequent intermittent sources include impact pile drivers, pogo-stick compactors, crack-and-seat equipment, vibratory pile drivers, and vibratory compaction equipment.		
Source: California Department of Transportation, *Transportation and Construction Vibration Guidance Manual*, Table 19, April 2020.		

Construction-related vibration levels were estimated using industry standard methodology as documented by Caltrans in the *Transportation and Construction Vibration Guidance Manual* and other relevant authorities. This analysis predicts construction-related vibration levels at the nearest sensitive receptors, conservatively assuming construction equipment is operating at (within 5 feet of) the nearest property line as summarized in Table 4: Predicted Construction Vibration Levels at Receptor. Anticipated construction activities are limited to general earthmoving, light demolition, and other activities that produce relatively low levels of vibration. Activities that produce high levels of vibration, such as blasting or pile driving, are not required or proposed.

[47] California Department of Transportation, *Transportation and Construction Vibration Guidance Manual*, April 2020. Available at https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/env/tcvgm-apr2020-a11y.pdf, accessed January 8, 2021.

Table 4: Predicted Construction Vibration Levels at Receptor

Construction Equipment	Peak Particle Velocity (in/sec)			Minimum Safe Setback (from older residential structures)
	1515-1517 Pine Street (setback of 5 feet)	106 Austin Street / 1331-1339 Polk Street (setback of 5 feet)	1527-1545 Pine Street (setback of 5 feet)	
Bore/Drill Rig	**0.52**	**0.52**	*0.52*	10 feet
Excavator	**0.52**	**0.52**	*0.52*	10 feet
Loaded Trucks	**0.45**	**0.45**	0.45	9 feet
Vibratory Roller	**1.23**	**1.23**	*1.23*	19 feet

Notes:

1. **Bold** values exceed the Caltrans criterion for building damage of 0.3 PPV for older residential structures.
2. *Italicized* values exceed the Caltrans criterion for building damage of 0.5 PPV for new residential structures.
3. Other construction equipment listed in Table 2: Typical Noise Levels from Proposed Construction Equipment (air compressor, crane, forklift, pump) do not produce vibration levels in the range where building damage is a concern.

Source: California Department of Transportation, *Transportation and Construction Vibration Guidance Manual*, Table 18 and Equation 12, April 2020.

As shown in Table 4, construction-related vibration levels would exceed the screening threshold of 0.3 PPV at the eastern property line and 0.5 PPV at the western property line. Given that the vibration thresholds would be exceeded at the adjacent properties to the east and west, project construction could result in a potentially significant impact. To reduce construction-related vibration impacts to less-than-significant levels, the project sponsor would be required to implement Mitigation Measure M-NO-2: Protection of Adjacent Buildings/Structures and Vibration Monitoring During Construction, which would require the project sponsor to incorporate all feasible means to avoid damage to potentially affected buildings. Implementation of this mitigation measure may include maintaining buffer distances, using alternative construction equipment, and undertaking a monitoring plan, among other requirements.

Mitigation Measure M-NO-2: Protection of Adjacent Buildings/Structures and Vibration Monitoring During Construction

Prior to issuance of any demolition or building permit, the property owner shall submit a project-specific Pre-construction Survey and Vibration Management and Monitoring Plan to the Planning Department (Lead Agency) for approval. The plan shall identify all feasible means to avoid damage to potentially affected buildings. The property owner shall ensure that the following requirements of the Vibration Management and Monitoring Plan are included in contract specifications.

Pre-construction Survey. Prior to the start of any ground-disturbing activity, the property owner or their designees shall engage a consultant to undertake a Pre-construction Survey of potentially affected buildings. If potentially affected buildings and/or structures are not potentially historic, a structural engineer or other professional with similar qualifications shall document and photograph the existing conditions of the potentially affected buildings and/or structures. The project sponsor shall submit the survey to the Lead Agency for review and approval prior to the start of vibration-generating construction activity.

If nearby affected buildings are potentially historic, the project sponsor shall engage a historic architect or qualified historic preservation professional and a structural engineer or other professional with similar qualifications to undertake a Pre-construction Survey of potentially affected historic buildings. The Pre-construction Survey shall include descriptions and photographs of both the exterior and interior of all identified historic buildings including all facades, roofs, and details of the character-defining features that could be damaged during construction, and shall document existing damage, such as cracks and loose or damaged features. The report shall also include pre-construction drawings that record the pre-construction condition of the buildings and identify cracks and other features to be monitored during construction. The historic architect or qualified historic preservation professional should be the lead author of the Pre-construction Survey if historic buildings and/or structures could be affected by the project. These reports shall be submitted to the Lead Agency for review and approval prior to the start of vibration-generating construction activity.

Vibration Management and Monitoring Plan. The property owner or their designee shall undertake a monitoring plan to avoid or reduce project-related construction vibration damage to adjacent buildings and/or structures and to ensure that any such damage is documented and repaired. The Vibration Management and Monitoring Plan shall apply to all potentially affected buildings and/or structures. Prior to issuance of any demolition or building permit, the project sponsor shall submit the Vibration Management and Monitoring Plan that lays out the monitoring program to the Lead Agency for approval. If historic buildings could be affected, the Vibration Management and Monitoring Plan shall also be submitted to the Lead Agency's preservation staff for review and approval, if applicable.

The Vibration Management and Monitoring Plan shall include, at a minimum, the following components, as applicable:

- *Maximum Vibration Level.* Based on the anticipated construction and condition of the affected buildings and/or structures on adjacent properties, a qualified acoustical/vibration consultant in coordination with a structural engineer (or professional with similar qualifications) and, in the case of potentially affected historic buildings/structures, a historic architect or qualified historic preservation professional, shall establish a maximum vibration level that shall not be exceeded at each building/structure on adjacent properties, based on existing conditions, character-defining features, soil conditions, and anticipated construction practices (common standards are a peak particle velocity [PPV] of 0.25 inch per second for historic and some old buildings, a PPV of 0.3 inch per second for older residential structures, and a PPV of 0.5 inch per second for new residential structures and modern industrial/commercial buildings).
- *Vibration-generating Equipment.* The plan shall identify all vibration-generating equipment to be used during construction (including, but not limited to, site preparation, clearing, demolition, excavation, shoring, foundation installation, and building construction).
- *Alternative Construction Equipment and Techniques.* The plan shall identify potential alternative equipment and techniques that could be implemented if construction vibration levels are observed in excess of the established standard (e.g., pre-drilled piles could be substituted for driven piles, if feasible, based on soil conditions, or smaller, lighter equipment could be used in some cases).
- *Pile Driving Requirements.* For projects that require pile driving, the project sponsor shall incorporate into construction specifications for the project a requirement that the construction

contractor(s) use all feasible means to avoid or reduce damage to potentially affected buildings. Such methods may include one or more of the following:

  - Incorporate "quiet" pile-driving technologies into project construction (such as predrilling piles, using sonic pile drivers, auger cast-in-place, or drilled-displacement), as feasible; and/or
  - Ensure appropriate excavation shoring methods to prevent the movement of adjacent structures

- *Buffer Distances.* The plan shall identify buffer distances to be maintained based on vibration levels and site constraints between the operation of vibration-generating construction equipment and the potentially affected building and/or structure to avoid damage to the extent possible.
- *Vibration Monitoring.* The plan shall lay out the method and equipment for vibration monitoring. To ensure that construction vibration levels do not exceed the established standard, the acoustical consultant shall monitor vibration levels at each affected building and/or structure on adjacent properties and prohibit vibratory construction activities that generate vibration levels in excess of the standard.
  - Should construction vibration levels be observed in excess of those established in the plan, the contractor(s) shall halt construction and put alternative construction techniques identified in the plan into practice, to the extent feasible.
  - The historic architect or qualified historic preservation professional (for effects on historic buildings and/or structures) and/or structural engineer (for effects on historic and non-historic buildings and/or structures) shall inspect each affected building and/or structure in the event the development project exceeds the established standards.
    - If vibration has damaged nearby buildings and/or structures that are not historic, the structural engineer shall immediately notify the Lead Agency and prepare a damage report documenting the features of the building and/or structure that has been damaged.
    - If vibration has damaged nearby buildings and/or structures that are historic, the historic preservation consultant shall immediately notify the Lead Agency and prepare a damage report documenting the features of the building and/or structure that has been damaged.
    - If no damage has occurred to nearby buildings and/or structures, then the historic preservation professional (if potentially affected buildings are historic) and/or structural engineer (for effects on historic and non-historic buildings) shall submit a monthly report to the Lead Agency for review. This report shall identify and summarize the vibration level exceedances and describe the actions taken to reduce vibration.
  - Following incorporation of the alternative construction techniques and/or Lead Agency review of the damage report, vibration monitoring shall recommence to ensure that vibration levels at each affected building and/or structure on adjacent properties are not exceeded.
- *Periodic Inspections.* The plan shall lay out the intervals and parties responsible for periodic inspections. The historic architect or qualified historic preservation professional (for effects on

historic buildings and/or structures) and/or structural engineer (for effects on historic and non-historic buildings and/or structures) shall conduct regular periodic inspections of each affected building and/or structure on adjacent properties during vibration-generating construction activity on the project site. The plan will specify how often inspections and reporting shall occur.

- *Repairing Damage.* The plan shall also identify provisions to be followed should damage to any building and/or structure occur due to construction-related vibration. The building(s) and/or structure(s) shall be remediated to their pre-construction condition at the conclusion of vibration-generating activity on the site. For historic resources, should damage occur to any building and/or structure, the building and/or structure shall be restored to its pre-construction condition in consultation with the historic architect or qualified historic preservation professional and Lead Agency.

Vibration Monitoring Results Report. After construction is complete, the Lead Agency shall receive a final report from the historic architect or qualified historic preservation professional (for effects on historic buildings and/or structures) and/or structural engineer (for effects on historic and non-historic buildings and/or structures). The report shall include, at minimum, collected monitoring records, building and/or structure condition summaries, descriptions of all instances of vibration level exceedance, identification of damage incurred due to vibration, and corrective actions taken to restore damaged buildings and structures. The Lead Agency shall review and approve all Vibration Monitoring Results Reports.

With implementation of Mitigation Measure M-NO-2, impacts from construction-related vibration would be less than significant.

Operational Impacts

Operational vibration primarily results from the passing of buses and heavy trucks. The proposed project is a mixed-use building containing residential and restaurant uses that would not include operational sources of vibration. For these reasons, operation of the proposed project would not generate excessive groundborne vibration or groundborne noise levels. This impact would be less than significant, and no mitigation measures are necessary.

Impact C-NO-1: The proposed project, in combination with past, present, and reasonably foreseeable future projects, would result in less-than-significant cumulative impacts related to noise and vibration. *(Less than Significant)*

There are seven cumulative development projects in the project vicinity that could contribute to increases in noise and vibration.

Cumulative Construction Noise Impacts

Construction noise associated with the proposed project and cumulative projects would be subject to the Noise Ordinance and would be temporary in duration. The cumulative projects are geographically dispersed throughout the project vicinity and would not be close enough to combine with the proposed project or each other to substantially increase ambient noise levels. For these reasons, the proposed project would not combine with cumulative projects to create a significant cumulative construction noise impact.

Cumulative Operational Noise Impacts

Mechanical equipment and other noise-generating devices associated with the proposed project and the cumulative projects would be required to comply with the Noise Ordinance. The cumulative projects are geographically dispersed throughout the project vicinity and would not be close enough to combine with the proposed project or each other to substantially increase ambient noise levels. In addition, the proposed project would not combine with the cumulative projects to double existing traffic volumes in the project vicinity. The proposed project would add 97 daily vehicle trips, including 12 vehicle trips during the p.m. peak hour. Based on their respective unit counts and square footages of nonresidential uses, three of the cumulative development projects would generate fewer daily and p.m. peak hour vehicle trips than the proposed project, while four of the cumulative projects would generate substantially more daily and p.m. peak hour vehicle trips than the proposed project. All of these additional vehicle trips would be distributed along the local street network and would not combine with the 97 daily vehicle trips generated by the proposed project to double existing traffic volumes in the project vicinity. For these reasons, the proposed project would not combine with cumulative projects to create a significant cumulative operational noise impact.

Cumulative Vibration Impacts

Environmental impacts related to groundborne vibration are generally site-specific, and groundborne vibration generally attenuates rapidly with distance from the source of the vibration. The cumulative projects are geographically dispersed throughout the project vicinity and would not be close enough to combine with the proposed project or each other to generate excessive groundborne vibration or groundborne noise levels. For these reasons, the proposed project would not combine with cumulative projects to create a significant cumulative impact related to groundborne vibration or groundborne noise levels.

Topics:		*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
7.	AIR QUALITY. Would the project:					
a)	Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐	☐
b)	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?	☐	☐	☒	☐	☐

The Bay Area Air Quality Management District (air district) is the regional agency with jurisdiction over the nine-county San Francisco Bay Area Air Basin (air basin), which includes San Francisco, Alameda, Contra Costa, Marin, San Mateo, Santa Clara, and Napa counties and portions of Sonoma and Solano counties. The air district is responsible for attaining and maintaining air quality in the air basin within federal and state air quality standards,

as established by the federal Clean Air Act and the California Clean Air Act, respectively. Specifically, the air district has the responsibility to monitor ambient air pollutant levels throughout the air basin and to develop and implement strategies to attain the applicable federal and state standards. The federal and state Clean Air Acts require plans to be developed for areas that do not meet air quality standards, generally. The most recent air quality plan, the *2017 Clean Air Plan*, was adopted by the air district on April 19, 2017. The *2017 Clean Air Plan* updates the most recent Bay Area ozone plan, the *2010 Clean Air Plan,* in accordance with the requirements of the state Clean Air Act to implement all feasible measures to reduce ozone; provide a control strategy to reduce ozone, particulate matter, air toxics, and greenhouse gases in a single, integrated plan; and establish emission control measures to be adopted or implemented. The *2017 Clean Air Plan* contains the following primary goals:

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

The *2017 Clean Air Plan* represents the most current applicable air quality plan for the air basin. Consistency with this plan is the basis for determining whether the proposed project would conflict with or obstruct implementation of air quality plans.

Criteria Air Pollutants

In accordance with the state and federal Clean Air Acts, air pollutant standards are identified for the following six criteria air pollutants: ozone, carbon monoxide (CO), particulate matter (PM), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), and lead. These air pollutants are termed criteria air pollutants because they are regulated by developing specific public health- and welfare-based criteria as the basis for setting permissible levels. In general, the air basin experiences low concentrations of most pollutants when compared to federal or state standards. The air basin is designated as either in attainment[48] or unclassified for most criteria pollutants with the exception of ozone, $PM_{2.5}$, and PM_{10}, for which these pollutants are 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.[49]

Land use projects may contribute to regional criteria air pollutants during the construction and operational phases of a project. Table 5: Criteria Air Pollutant Significance Thresholds, identifies air quality significance thresholds followed by a discussion of each threshold. Projects that would result in criteria air pollutant emissions below these significance thresholds would not violate an air quality standard, contribute substantially to an air quality violation, or result in a cumulatively considerable net increase in criteria air pollutants within the air basin.

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

49 Bay Area Air Quality Management District (BAAQMD), *California Environmental Quality Act Air Quality Guidelines,* May 2017, page 2-1.

Table 5: Criteria Air Pollutant Significance Thresholds[50]

Pollutant	Construction Thresholds	Operational Thresholds	
	Average Daily Emissions (lbs./day)	Average Daily Emissions (lbs./day)	Maximum Annual Emissions (tons/year)
ROG	54	54	10
NO_x	54	54	10
PM_{10}	82 (exhaust)	82	15
$PM_{2.5}$	54 (exhaust)	54	10
Fugitive Dust	Construction Dust Ordinance or other Best Management Practices	Not Applicable	

Ozone Precursors. As discussed previously, the air basin is currently designated as non-attainment for ozone and particulate matter. Ozone is a secondary air pollutant produced in the atmosphere through a complex series of photochemical reactions involving reactive organic gases (ROG) and oxides of nitrogen (NO_x). The potential for a project to result in a cumulatively considerable net increase in criteria air pollutants, which may contribute to an existing or projected air quality violation, are based on the state and federal Clean Air Acts emissions limits for stationary sources. To ensure that new stationary sources do not cause or contribute to a violation of an air quality standard, air district Regulation 2, Rule 2 requires that any new source that emits criteria air pollutants above a specified emissions limit must offset those emissions. For ozone precursors ROG and NO_x, the offset emissions level is an annual average of 10 tons per year (or 54 pounds (lbs.) per day).[51] These levels represent emissions below which new sources are not anticipated to contribute to an air quality violation or result in a considerable net increase in criteria air pollutants.

Although this regulation applies to new or modified stationary sources, land use development projects result in ROG and NO_x emissions as a result of increases in vehicle trips, architectural coating and construction activities. Therefore, the above thresholds can be applied to the construction and operational phases of land use projects, and those projects that result in emissions below these thresholds would not be considered to contribute to an existing or projected air quality violation or result in a considerable net increase in ROG and NO_x emissions. Due to the temporary nature of construction activities, only the average daily thresholds are applicable to construction phase emissions.

Particulate Matter (PM_{10} and $PM_{2.5}$).[52] The air district has not established an offset limit for $PM_{2.5}$. However, the emissions limit in the federal New Source Review for stationary sources in nonattainment areas is an appropriate significance threshold. For PM_{10} and $PM_{2.5}$, the emissions limit under New Source Review is 15 tons per year (82 lbs. per day) and 10 tons per year (54 lbs. per day), respectively. These emissions limits represent levels below which a source is not expected to have an impact on air quality.[53] Similar to ozone precursor thresholds identified above, land use development projects typically result in particulate matter emissions as a result of

50 *Ibid*, page 2-2.

51 BAAQMD, *Revised Draft Options and Justification Report, California Environmental Quality Act Thresholds of Significance,* October 2009, page 17.

52 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.

53 BAAQMD, *Revised Draft Options and Justification Report, California Environmental Quality Act Thresholds of Significance,* October 2009, page 16.

increases in vehicle trips, space heating and natural gas combustion, landscape maintenance, and construction activities. Therefore, the above thresholds can be applied to the construction and operational phases of a land use project. Again, because construction activities are temporary in nature, only the average daily thresholds are applicable to construction-phase emissions.

Fugitive Dust. Fugitive dust emissions are typically generated during construction phases. Studies have shown that the application of best management practices at construction sites significantly controls fugitive dust,[54] and individual measures have been shown to reduce fugitive dust by anywhere from 30 to 90 percent.[55] The air district has identified a number of best management practices to control fugitive dust emissions from construction activities.[56] The City's Construction Dust Control Ordinance (Ordinance No. 176-08, effective July 30, 2008) requires a number of measures to control fugitive dust, and the best management practices employed in compliance with the City's Construction Dust Control Ordinance are an effective strategy for controlling construction-related fugitive dust.

Other Criteria Pollutants. Regional concentrations of CO in the Bay Area have not exceeded the state standards in the past 11 years, and SO_2 concentrations have never exceeded the standards. The primary source of CO emissions from development projects is vehicle traffic. Construction-related SO_2 emissions represent a negligible portion of the total basin-wide emissions, and construction-related CO emissions represent less than five percent of the Bay Area total basin-wide CO emissions. As discussed previously, the Bay Area is in attainment for both CO and SO_2. Furthermore, the air district has demonstrated, based on modeling, that in order to exceed the California ambient air quality standard of 9.0 ppm (8-hour average) or 20.0 ppm (1-hour average) for CO, project traffic in addition to existing traffic would need to exceed 44,000 vehicles per hour at affected intersections (or 24,000 vehicles per hour where vertical and/or horizontal mixing is limited). Therefore, given the Bay Area's attainment status and the limited CO and SO_2 emissions that could result from development projects, development projects would not result in a cumulatively considerable net increase in CO or SO_2 emissions, and quantitative analysis is not required.

Local Health Risks and Hazards

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

Unlike criteria air pollutants, TACs do not have ambient air quality standards but are regulated by the air district using a risk-based approach to determine which sources and pollutants to control as well as the degree of control. A health risk assessment is an analysis in which human health exposure to toxic substances is estimated

54 Western Regional Air Partnership, *WRAP Fugitive Dust Handbook*, September 7, 2006. Available at http://www.wrapair.org/forums/dejf/fdh/content/FDHandbook_Rev_06.pdf, accessed August 25, 2020.

55 BAAQMD, *CEQA Air Quality Guidelines*, May 2017, page D-47.

56 *Ibid*.

and considered together with information regarding the toxic potency of the substances to provide quantitative estimates of health risks.[57]

Air pollution does not affect every individual in the population in the same way, and some groups are more sensitive to adverse health effects than others. Land uses such as residences, schools, children's day care centers, hospitals, and nursing and convalescent homes are considered to be the most sensitive to poor air quality because the population groups associated with these uses have increased susceptibility to respiratory distress or, as in the case of residential receptors, their exposure time is greater than that of other land uses. Therefore, these groups are referred to as sensitive receptors. Exposure assessment guidance typically assumes that residences would be exposed to air pollution 24 hours per day, seven days a week, for 30 years.[58] Therefore, assessments of air pollutant exposure to residents typically result in the greatest adverse health outcomes of all population groups.

Exposures to fine particulate matter ($PM_{2.5}$) are strongly associated with mortality, respiratory diseases, lung development in children, and other endpoints such as hospitalization for cardiopulmonary disease.[59] In addition to $PM_{2.5}$, diesel particulate matter (DPM) is also of concern. The California Air Resources Board identified DPM as a TAC in 1998, primarily based on evidence demonstrating cancer effects in humans.[60] The estimated cancer risk from exposure to diesel exhaust is much higher than the risk associated with any other TAC routinely measured in the region.

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

Excess Cancer Risk. The Air Pollution Exposure Zone includes areas where modeled cancer risk exceeds 100 incidents per one million persons exposed. This criterion is based on United States Environmental Protection Agency (EPA) guidance for conducting air toxic analyses and making risk management decisions at the facility and community-scale level.[61] As described by the air district, the EPA considers a cancer risk of 100 per one million to be within the "acceptable" range of cancer risk. Furthermore, in the 1989 preamble to the benzene National Emissions Standards for Hazardous Air Pollutants rulemaking,[62] the EPA states that it "…strives to provide

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

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

59 San Francisco Department of Public Health, *Assessment and Mitigation of Air Pollutant Health Effects from Intra-Urban Roadways: Guidance for Land Use Planning and Environmental Review*, May 2008.

60 California Air Resources Board (ARB), Fact Sheet, "The Toxic Air Contaminant Identification Process: Toxic Air Contaminant Emissions from Diesel-fueled Engines," October 1998.

61 BAAQMD, *Revised Draft Options and Justification Report, California Environmental Quality Act Thresholds of Significance,* October 2009, page 67.

62 54 Federal Register 38044, September 14, 1989.

maximum feasible protection against risks to health from hazardous air pollutants by (1) protecting the greatest number of persons possible to an individual lifetime risk level no higher than approximately one in one million and (2) limiting to no higher than approximately one in ten thousand [100 in one million] the estimated risk that a person living near a plant would have if he or she were exposed to the maximum pollutant concentrations for 70 years." The 100 per one million excess cancer cases is also consistent with the ambient cancer risk in the most pristine portions of the Bay Area based on air district regional modeling.[63]

Fine Particulate Matter. In April 2011, the EPA published *Policy Assessment for the Particulate Matter Review of the National Ambient Air Quality Standards*, "Particulate Matter Policy Assessment." In this document, the EPA concludes that the then-current federal annual $PM_{2.5}$ standard of 15 µg/m^3 should be revised to a level within the range of 13 to 11 µg/m^3, with evidence strongly supporting a standard within the range of 12 to 11 µg/m^3. The Air Pollutant Exposure Zone for San Francisco is based on the health protective $PM_{2.5}$ standard of 11 µg/m^3, as supported by the EPA's "Particulate Matter Policy Assessment," although lowered to 10 µg/m^3 to account for uncertainty in accurately predicting air pollutant concentrations using emissions modeling programs.

Proximity to Freeways. According to the California Air Resources Board, studies have shown an association between the proximity of sensitive land uses to freeways and a variety of respiratory symptoms, asthma exacerbations, and decreases in lung function in children. Siting sensitive uses in close proximity to freeways increases both exposure to air pollution and the potential for adverse health effects. As evidence shows that sensitive uses in an area within a 500-foot buffer of any freeway are at an increased health risk from air pollution,[64] parcels that are within 500 feet of freeways are included in the Air Pollutant Exposure Zone.

Health Vulnerable Locations. Based on the air district's evaluation of health vulnerability in the Bay Area, those zip codes (94102, 94103, 94105, 94124, and 94130) in the worst quintile of Bay Area health vulnerability scores as a result of air pollution-related causes were afforded additional protection by lowering the standards for identifying parcels in the Air Pollutant Exposure Zone to: (1) an excess cancer risk greater than 90 per one million persons exposed, and/or (2) $PM_{2.5}$ concentrations in excess of 9 µg/m^3.[65]

The above citywide health risk modeling was also used as the basis in approving amendments to the San Francisco Building and Health Codes, referred to as referred to as Health Code Article 38: Enhanced Ventilation Required for Urban Infill Sensitive Use Developments (Article 38). The purpose of Article 38 is to protect the public health and welfare by establishing an Air Pollutant Exposure Zone and imposing an enhanced ventilation requirement for all urban infill sensitive use development within the Air Pollutant Exposure Zone. In addition, projects within the Air Pollutant Exposure Zone require special consideration to determine whether the project's activities would add a substantial amount of emissions to areas already adversely affected by poor air quality.

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63 BAAQMD, *Clean Air Plan,* May 2017, page D-43.

64 ARB, *Air Quality and Land Use Handbook: A Community Health Perspective*, April 2005. Available at http://www.arb.ca.gov/ch/landuse.htm, accessed August 25, 2020.

65 San Francisco Planning Department and San Francisco Department of Public Health, *2014 Air Pollutant Exposure Zone Map (Memo and Map)*, April 9, 2014. These documents are part of San Francisco Board of Supervisors File No. 14806, Ordinance No. 224-14, Amendment to Health Code Article 38.

Construction Air Quality Impacts

Project-related air quality impacts fall into two categories: short-term impacts from construction and long-term impacts from project operation. The following addresses construction-related air quality impacts resulting from the proposed project.

Impact AQ-1: The proposed project's construction activities would generate fugitive dust and criteria air pollutants but would not violate an air quality standard, contribute substantially to an existing or projected air quality violation, or result in a cumulatively considerable net increase in criteria air pollutants. *(Less than Significant)*

Construction activities (short-term) typically result in emissions of ozone precursors and fine particulate matter in the form of dust (fugitive dust) and exhaust (e.g., vehicle tailpipe emissions). Emissions of ozone precursors and fine particular matter are primarily a result of the combustion of fuel from on-road and off-road vehicles. However, ROGs are also emitted from activities that involve painting, other types of architectural coatings, or asphalt paving. The proposed project includes 21 dwelling units and approximately 2,855 square feet of commercial space. During the project's approximately 18-month construction period, construction activities would have the potential to result in emissions of ozone precursors and fine particulate matter, as discussed below.

Fugitive Dust

Project-related demolition, excavation, grading, and other construction activities may cause wind-blown dust that could contribute particulate matter into the local atmosphere. Depending on exposure, adverse health effects can occur due to this particulate matter in general and also due to specific contaminants such as lead or asbestos that may be constituents of soil. Although there are federal standards for air pollutants and implementation of state and regional air quality control plans, air pollutants continue to have impacts on human health throughout the country. California has found that particulate matter exposure can cause health effects at lower levels than national standards. The current health burden of particulate matter demands that, where possible, public agencies take feasible available actions to reduce sources of particulate matter exposure. According to the California air board, reducing $PM_{2.5}$ concentrations to state and federal standards of 12 $\mu g/m^3$ in the San Francisco Bay Area would prevent between 200 and 1,300 premature deaths.[66]

In response, the San Francisco Board of Supervisors approved the Construction Dust Control Ordinance (Ordinance No. 176-08, effective July 30, 2008) with the intent of reducing the quantity of dust generated during site preparation, demolition, and construction work in order to protect the health of the general public and of onsite workers, minimize public nuisance complaints, and avoid orders to stop work by the San Francisco Department of Building Inspection (DBI).

The Construction Dust Control Ordinance requires that all site preparation work, demolition, or other construction activities within San Francisco that have the potential to create dust or to expose or disturb more than 10 cubic yards or 500 square feet of soil comply with specified dust control measures whether or not the

66 ARB, *Methodology for Estimating Premature Deaths Associated with Long-term Exposure to Fine Airborne Particulate Matter in California*, Staff Report, Table 4c, October 24, 2008.

activity requires a permit from the DBI. The Director of the DBI may waive this requirement for activities on sites less than one half-acre that are unlikely to result in any visible wind-blown dust.

In compliance with the Construction Dust Control Ordinance, the project sponsor and the contractor responsible for construction activities at the project site would be required to use the following practices to control construction dust on the site or other practices that result in equivalent dust control that are acceptable to the Director of the DBI:

- Dust suppression activities may include watering all active construction areas sufficiently to prevent dust from becoming airborne; increased watering frequency may be necessary whenever wind speeds exceed 15 miles per hour.
- During excavation and dirt-moving activities, contractors shall wet sweep or vacuum the streets, sidewalks, paths, and intersections where work is in progress at the end of the workday.
- Inactive stockpiles (where no disturbance occurs for more than seven days) greater than 10 cubic yards or 500 square feet of excavated material, backfill material, import material, gravel, sand, road base, and soil shall be covered with a 10-mil (0.01-inch) polyethylene plastic (or equivalent) tarp, braced down, or be contained using other equivalent soil stabilization techniques.
- San Francisco Ordinance No. 175-91 restricts the use of potable water for soil compaction and dust control activities undertaken in conjunction with any construction or demolition project occurring within the boundaries of San Francisco unless permission is obtained from the San Francisco Public Utilities Commission (SFPUC). Non-potable water must be used for soil compaction and dust control activities during project construction and demolition. The SFPUC operates a recycled water truck-fill station at the Southeast Water Pollution Control Plant that provides recycled water for these activities at no charge.

Compliance with the regulations and procedures set forth by the Construction Dust Control Ordinance would ensure that potential dust-related air quality impacts would be reduced to less-than-significant levels.

Criteria Air Pollutants

As discussed above, construction activities would result in emissions of criteria air pollutants from the use of off- and on-road vehicles and equipment. To assist lead agencies in determining whether short-term construction-related air pollutant emissions require further analysis as to whether the project may exceed the criteria air pollutant significance thresholds shown in Table 5, above, the air district, in its *CEQA Air Quality Guidelines* (May 2017), developed screening criteria. If a proposed project meets the screening criteria, then construction of the project would result in less-than-significant criteria air pollutant impacts. A project that exceeds the screening criteria may require a detailed air quality assessment to determine whether criteria air pollutant emissions would exceed significance thresholds. The *CEQA Air Quality Guidelines* note that the screening levels are generally representative of new development on greenfield[67] sites without any form of mitigation measures taken into consideration. In addition, the screening criteria do not account for project design features, attributes, or local development requirements that could also result in lower emissions.

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

The proposed project includes 21 dwelling units and approximately 2,855 square feet of commercial space. The size of proposed construction activities would be below the criteria air pollutant screening criteria for the "apartment, high-rise" land use type (249 dwelling units) and the "quality restaurant" land use type (277,000 sf) identified in the air district's *CEQA Air Quality Guidelines.* Thus, quantification of construction-related criteria air pollutant emissions is not required. The proposed project's construction activities would result in a less-than-significant impact related to criteria air pollutants.

Impact AQ-2: The proposed project's construction activities would generate toxic air contaminants, including diesel particulate matter, which would expose sensitive receptors to substantial pollutant concentrations. *(Less than Significant with Mitigation)*

The project site is located within the Air Pollutant Exposure Zone. The nearest sensitive receptors to the project site include the adjacent residences on either side of the project site 1515-1517 Pine Street and 106 Austin Street/1331-1339 Polk Street on the east and 1527-1545 Pine Street on the west) and residences on the south side of Austin Street about 35 feet south of the project site.

Regarding construction emissions, off-road equipment, which includes construction-related equipment, is a large contributor to DPM emissions in California, although since 2007, the ARB has found the emissions to be substantially lower than previously expected.[68] Newer and more refined emission inventories have substantially lowered the estimates of DPM emissions from off-road equipment such that off-road equipment is now considered the sixth largest source of DPM emissions in California.[69] For example, revised fine particulate matter emission estimates for the year 2010 (DPM is a major component of total fine particulate matter) have decreased by 83 percent from previous 2010 emission estimates for the air basin.[70] Approximately half of the reduction can be attributed to the economic recession, and approximately half can be attributed to updated assumptions independent of the economic recession (e.g., updated methodologies used to better assess construction emissions).[71]

Additionally, a number of federal and state regulations are requiring cleaner off-road equipment. Specifically, both the EPA and the California air board have set emissions standards for new off-road equipment engines, ranging from Tier 1 to Tier 4. Tier 1 emission standards were phased in between 1996 and 2000, and Tier 4 Interim and Final emission standards for all new engines were phased in between 2008 and 2015. To meet the Tier 4 emission standards, engine manufacturers will be required to produce new engines with advanced emission-control technologies. Although the full benefits of these regulations will not be realized for several years, the EPA estimates that by implementing the federal Tier 4 standards, NO_x and PM emissions will be reduced by more than 90 percent.[72]

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68 ARB, *Staff Report: Initial Statement of Reasons for Proposed Rulemaking, Proposed Amendments to the Regulation for In-Use Off-Road Diesel-Fueled Fleets and the Off-Road Large Spark-Ignition Fleet Requirements,* p. 1 and p. 13 (Figure 4), October 2010.

69 ARB, *Staff Report: Initial Statement of Reasons for Proposed Rulemaking, Proposed Amendments to the Regulation for In-Use Off-Road Diesel-Fueled Fleets and the Off-Road Large Spark-Ignition Fleet Requirements,* October 2010.

70 ARB, "In-Use Off-Road Equipment, 2011 Inventory Model," Query accessed online, April 2, 2012, http://www.arb.ca.gov/msei/categories.htm#inuse_or_category.

71 ARB, *Staff Report: Initial Statement of Reasons for Proposed Rulemaking, Proposed Amendments to the Regulation for In-Use Off-Road Diesel-Fueled Fleets and the Off-Road Large Spark-Ignition Fleet Requirements,* October 2010.

72 United States Environmental Protection Agency, "Clean Air Nonroad Diesel Rule: Fact Sheet," May 2004.

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

> "Due to the variable nature of construction activity, the generation of TAC emissions in most cases would be temporary, especially considering the short amount of time such equipment is typically within an influential distance that would result in the exposure of sensitive receptors to substantial concentrations. Concentrations of mobile-source diesel PM emissions are typically reduced by 70 percent at a distance of approximately 500 feet (ARB 2005). In addition, current models and methodologies for conducting health risk assessments are associated with longer-term exposure periods of 9, 40, and 70 years, which do not correlate well with the temporary and highly variable nature of construction activities. This results in difficulties with producing accurate estimates of health risk."[73]

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

The proposed project would require heavy-duty off-road diesel vehicles and equipment during the 18-month construction period. Project construction activities would result in short-term emissions of DPM and other TACs. The project site is located in an area that already experiences poor air quality and project construction activities would generate additional air pollution, affecting nearby sensitive receptors and resulting in a significant impact. Implementation of Mitigation Measure M-AQ-2: Construction Air Quality, would reduce the magnitude of this impact to a less-than-significant level. While emissions reductions from limiting idling, educating workers and the public, and properly maintaining equipment are difficult to quantify, other measures, specifically the requirement for equipment with Tier 2 engines and Level 3 Verified Diesel Emission Control Strategy (VDECS) can reduce construction emissions by 89 to 94 percent compared to equipment with engines meeting no emission standards and without a VDECS.[74] Emissions reductions from the combination of Tier 2 equipment with Level 3 VDECS is almost equivalent to requiring only equipment with Tier 4 Final engines. Therefore, compliance with Mitigation Measure M-AQ-2 would reduce construction emissions impacts on nearby sensitive receptors to less-than-significant levels.

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73 BAAQMD, *CEQA Air Quality Guidelines,* May 2017, page 8-7.

74 PM emissions benefits are estimated by comparing off-road PM emission standards for Tier 2 with Tier 1 and Tier 0. Tier 0 off-road engines do not have PM emission standards, but the United States Environmental Protection Agency's *Exhaust and Crankcase Emissions Factors for Nonroad Engine Modeling – Compression Ignition* has estimated Tier 0 engines between 50 and 100 hp to have a PM emission factor of 0.72 g/hp-hr and greater than 100 hp to have a PM emission factor of 0.40 g/hp-hr. Therefore, requiring off-road equipment to have at least a Tier 2 engine would result in between a 25 percent and 63 percent reduction in PM emissions, compared to off-road equipment with Tier 1 or Tier 0 engines. The 25 percent reduction comes from comparing the PM emission standards for off-road engines between 25 hp and 50 hp for Tier 2 (0.45 g/bhp-hr) and Tier 1 (0.60 g/bhp-hr). The 63 percent reduction comes from comparing the PM emission standards for off-road engines above 175 hp for Tier 2 (0.15 g/bhp-hr) and Tier 0 (0.40 g/bhp-hr). In addition to the Tier 2 requirement, ARB Level 3 VDECSs are required and would reduce PM by an additional 85 percent. Therefore, the mitigation measure would result in between an 89 percent (0.0675 g/bhp-hr) and 94 percent (0.0225 g/bhp-hr) reduction in PM emissions, as compared to equipment with Tier 1 (0.60 g/bhp-hr) or Tier 0 engines (0.40 g/bhp-hr).

Mitigation Measure M-AQ-2: Construction Air Quality

The project sponsor or the project sponsor's Contractor shall comply with the following:

A. *Engine Requirements.*

1. All off-road equipment greater than 25 hp and operating for more than 20 total hours over the entire duration of construction activities shall have engines that meet or exceed either U.S. Environmental Protection Agency or California Air Resources Board (ARB) Tier 2 off-road emission standards, and have been retrofitted with an ARB Level 3 Verified Diesel Emissions Control Strategy (VDECS). Equipment with engines meeting Tier 4 Interim or Tier 4 Final off-road emission standards automatically meet this requirement.

2. Where access to alternative sources of power are available, portable diesel engines shall be prohibited.

3. Diesel engines, whether for off-road or on-road equipment, shall not be left idling for more than two minutes, at any location, except as provided in exceptions to the applicable state regulations regarding idling for off-road and on-road equipment (e.g., traffic conditions, safe operating conditions). The Contractor shall post legible and visible signs in English, Spanish, and Chinese, in designated queuing areas and at the construction site to remind operators of the two-minute idling limit.

4. The Contractor shall instruct construction workers and equipment operators on the maintenance and tuning of construction equipment and require that such workers and operators properly maintain and tune equipment in accordance with manufacturer specifications.

B. *Waivers.*

1. The Planning Department's Environmental Review Officer (ERO) or designee may waive the alternative source of power requirement of Subsection (A)(2) if an alternative source of power is limited or infeasible at the project site. If the ERO grants the waiver, the Contractor must submit documentation that the equipment used for onsite power generation meets the requirements of Subsection (A)(1).

2. The ERO may waive the equipment requirements of Subsection (A)(1) if: a particular piece of off-road equipment with an ARB Level 3 VDECS is technically not feasible; the equipment would not produce desired emissions reduction due to expected operating modes; installation of the equipment would create a safety hazard or impaired visibility for the operator; or, there is a compelling emergency need to use off-road equipment that is not retrofitted with an ARB Level 3 VDECS. If the ERO grants the waiver, the Contractor must use the next cleanest piece of off-road equipment, according to the table below.

Table – Off-Road Equipment Compliance Step-down Schedule

Compliance Alternative	Engine Emission Standard	Emissions Control
1	Tier 2	ARB Level 2 VDECS
2	Tier 2	ARB Level 1 VDECS
3	Tier 2	Alternative Fuel*

How to use the table: If the ERO determines that the equipment requirements cannot be met, then the project sponsor would need to meet Compliance Alternative 1. If the determines that the Contractor cannot supply off-road equipment meeting Compliance Alternative 1, then the Contractor must meet Compliance Alternative 2. If the ERO determines that the Contractor cannot supply off-road equipment meeting Compliance Alternative 2, then the Contractor must meet Compliance Alternative 3.

** Alternative fuels are not a VDECS.

C. *Construction Emissions Minimization Plan.* Before starting on-site construction activities, the Contractor shall submit a Construction Emissions Minimization Plan (Plan) to the ERO for review and approval. The Plan shall state, in reasonable detail, how the Contractor will meet the requirements of Section A.

1. The Plan shall include estimates of the construction timeline by phase, with a description of each piece of off-road equipment required for every construction phase. The description may include, but is not limited to: equipment type, equipment manufacturer, equipment identification number, engine model year, engine certification (tier rating), horsepower, engine serial number, and expected fuel usage and hours of operation. For VDECS installed, the description may include: technology type, serial number, make, model, manufacturer, ARB verification number level, and installation date and hour meter reading on installation date. For off-road equipment using alternative fuels, the description shall also specify the type of alternative fuel being used.

2. The project sponsor shall ensure that all applicable requirements of the Plan have been incorporated into the contract specifications. The Plan shall include a certification statement that the Contractor agrees to comply fully with the Plan.

3. The Contractor shall make the Plan available to the public for review on-site during working hours. The Contractor shall post at the construction site a legible and visible sign summarizing the Plan. The sign shall also state that the public may ask to inspect the Plan for the project at any time during working hours and shall explain how to request to inspect the Plan. The Contractor shall post at least one copy of the sign in a visible location on each side of the construction site facing a public right-of-way.

D. *Monitoring.* After start of construction activities, the Contractor shall submit quarterly reports to the ERO documenting compliance with the Plan. After completion of construction activities and prior to receiving a final certificate of

occupancy, the project sponsor shall submit to the ERO a final report summarizing construction activities, including the start and end dates and duration of each construction phase, and the specific information required in the Plan.

With implementation of Mitigation Measure M-AQ-2, this impact would be less than significant.

Operational Air Quality Impacts

Land use projects typically result in emissions of criteria air pollutants and TACs primarily from an increase in motor vehicle trips. However, land use projects may also result in criteria air pollutants and TACs from combustion of natural gas, landscape maintenance, use of consumer products, and architectural coating. The following addresses air quality impacts resulting from operation of the proposed project.

Impact AQ-3: During project operations, the proposed project would result in emissions of criteria air pollutants, but not at levels that would violate an air quality standard, contribute to an existing or projected air quality violation, or result in a cumulatively considerable net increase in criteria air pollutants. *(Less than Significant)*

As discussed under Impact AQ-1, the air district, in its *CEQA Air Quality Guidelines* (May 2017), has developed screening criteria to determine whether a project requires an analysis of project-generated criteria air pollutants. If all of the screening criteria are met by a proposed project, then the lead agency or applicant does not need to perform a detailed air quality assessment.

The proposed project, which includes 21 dwelling units and approximately 2,855 square feet of commercial space, is expected to generate 97 daily vehicle trips to and from the project site. The proposed project would be below the criteria air pollutant screening criteria for the "apartment, high-rise" land use type (510 dwelling units) and the "quality restaurant" land use type (47,000 sf) identified in the air district's *CEQA Air Quality Guidelines*. Thus, quantification of project-generated criteria air pollutant emissions is not required. The proposed project would not exceed any of the significance thresholds for criteria air pollutants and would result in a less-than-significant impact related to criteria air pollutants.

Impact AQ-4: During project operations, the proposed project would generate toxic air contaminants, including diesel particulate matter, exposing sensitive receptors to substantial air pollutant concentrations. *(Less than Significant)*

As discussed above, the project site is within the Air Pollutant Exposure Zone. The nearest sensitive receptors to the project site include the adjacent residences on either side of the project site (1515-1517 Pine Street and 106 Austin Street/1331-1339 Polk Street on the east and 1527-1545 Pine Street on the west) and residences on the south side of Austin Street about 35 feet south of the project site. The proposed project would not include a new source of TACs, such as a backup diesel generator, but it would add new sensitive receptors (residents) to the project site.

Sources of Toxic Air Contaminants

Vehicle Trips. Individual projects result in emissions of TACs primarily as a result of an increase in vehicle trips. The air district considers roads with fewer than 10,000 vehicles per day "minor, low-impact" sources that do not pose a significant health impact even in combination with other nearby sources and recommends that these

sources be excluded from the environmental analysis. The proposed project's 97 daily vehicle trips would be well below this level and would be distributed among the local roadway network. Therefore, an assessment of project-generated TACs resulting from vehicle trips is not required, and the proposed project would not generate a substantial amount of TAC emissions that could affect nearby sensitive receptors. This impact would be less than significant, and no mitigation measures are necessary.

Impact AQ-5: The proposed project would not conflict with, or obstruct implementation of, the *2017 Clean Air Plan*. *(Less than Significant)*

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

The primary goals of the *2017 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 TACs; and (3) protect the climate by reducing greenhouse gas emissions. To meet the primary goals, the *2017 Clean Air Plan* recommends specific control measures and actions. These control measures are grouped into various categories and include stationary and area source measures, mobile source measures, transportation control measures, land use measures, and energy and climate measures. The *2017 Clean Air Plan* recognizes that to a great extent, community design dictates individual travel mode, and that a key long-term control strategy to reduce emissions of criteria pollutants, air toxics, and greenhouse gases from motor vehicles is to channel future Bay Area growth into vibrant urban communities where goods and services are close at hand and people have a range of viable transportation options. To this end, the *2017 Clean Air Plan* includes 85 control measures aimed at reducing air pollution in the air basin.

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

The compact development of the proposed project and high availability of viable transportation options ensure that residents could bicycle, walk, and ride transit to and from the project site instead of taking trips via private automobile. These features ensure that the proposed project would avoid substantial growth in automobile trips and vehicle miles traveled. The proposed project's anticipated 97 daily vehicle trips would result in a negligible increase in air pollutant emissions. Furthermore, the proposed project would be generally consistent with the *San Francisco General Plan*, as discussed in Section C, Compatibility with Existing Zoning and Plans. Transportation control measures that are identified in the *2017 Clean Air Plan* are implemented by the *San Francisco General Plan* and the Planning Code, for example, through the City's Transit First Policy, bicycle parking requirements, and transit impact development fees. Compliance with these requirements would ensure that the proposed project includes relevant transportation control measures specified in the *2017 Clean Air Plan*. Therefore, the proposed project would include applicable control measures identified in the *2017 Clean Air Plan* to meet the *2017 Clean Air Plan's* primary goals.

Examples of a project that could cause the disruption or delay of *2017 Clean Air Plan* control measures are projects that would preclude the extension of a transit line or bike path, or projects that propose excessive parking beyond parking requirements. The proposed project would add 21 dwelling units and approximately 2,855 square feet of commercial space to a dense, walkable urban area near a concentration of regional and local transit service. It would not preclude the extension of a transit line, bike path or other transit improvement, and it would not include any parking. Thus, the proposed project would not disrupt or hinder implementation of control measures identified in the *2017 Clean Air Plan*.

For the reasons described above, the proposed project would not interfere with implementation of the *2017 Clean Air Plan*. Because the proposed project would be consistent with the applicable air quality plan that demonstrates how the region will improve ambient air quality and achieve the state and federal ambient air quality standards, this impact would be less than significant.

Impact AQ-6: The proposed project would not create objectionable odors that would affect a substantial number of people. *(Less than Significant)*

Typical odor sources of concern include wastewater treatment plants, sanitary landfills, transfer stations, composting facilities, petroleum refineries, asphalt batch plants, chemical manufacturing facilities, fiberglass manufacturing facilities, auto body shops, rendering plants, and coffee roasting facilities. Observation indicates that the project site is not substantially affected by sources of odors.[75] The proposed project does not include any of the land uses listed above; it includes 21 dwelling units and an approximately 2,855-square-foot restaurant. 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. Thus, the proposed project would not create significant sources of new odors. This impact would be less than significant, and no mitigation measures are necessary.

Impact C-AQ-1: The proposed project, in combination with past, present, and reasonably foreseeable future development in the project area, would result in less-than-significant cumulative air quality impacts. *(Less than Significant)*

As discussed above, regional air pollution is by its very nature largely a cumulative impact. Emissions from past, present and future projects contribute to the region's adverse air quality on a cumulative basis. No single project by itself would be sufficient in size to result in regional nonattainment of ambient air quality standards. Instead, a project's individual emissions contribute to existing cumulative adverse air quality impacts.[76] The project-level thresholds for criteria air pollutants are based on levels by which new sources are not anticipated to contribute to an air quality violation or result in a considerable net increase in criteria air pollutants. Therefore, because the proposed project's construction (Impact AQ-1) and operational (Impact AQ-3) emissions would not exceed the project-level thresholds for criteria air pollutants, the proposed project would not be considered to result in a cumulatively considerable contribution to regional air quality impacts.

As discussed above, the project site is located in an area that already experiences poor air quality. The proposed project would add new sources of TACs (e.g., construction vehicle trips) within an area already adversely affected by air quality, resulting in a considerable contribution to cumulative health risk impacts on nearby sensitive

75 Field observation, October 6, 2020.

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

receptors. This would be a significant cumulative impact. The proposed project would be required to implement Mitigation Measure M-AQ-2: Construction Air Quality, which could reduce construction emissions by as much as 94 percent. Implementation of this mitigation measure would reduce the project's contribution to cumulative air quality impacts to a less-than-significant level.

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

GHG emissions and global climate change represent cumulative impacts. GHG emissions cumulatively contribute to the significant adverse environmental impacts of global climate change. No single project could generate enough GHG emissions to noticeably change the global average temperature; instead, the combination of GHG emissions from past, present, and future projects have contributed and will continue to contribute to global climate change and its associated environmental impacts.

The Bay Area Air Quality Management District (air district) has prepared guidelines and methodologies for analyzing GHGs. These guidelines are 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. CEQA Guidelines Section 15064.4 allows lead agencies to rely on a qualitative analysis to describe GHG emissions resulting from a project. CEQA Guidelines Section 15183.5 allows for public agencies to analyze and mitigate GHG emissions as part of a larger plan for the reduction of GHGs and describes the required contents of such a plan. San Francisco's *Strategies to Address Greenhouse Gas Emissions*[77] presents a comprehensive assessment of policies, programs, and ordinances that collectively represent San Francisco's qualified GHG reduction strategy in compliance with the CEQA Guidelines. These GHG reduction actions have resulted in a 35 percent reduction in GHG emissions in 2018 compared to 1990 levels,[78] exceeding the year 2020 reduction goals outlined in the air district's *2017 Clean Air Plan,* Executive Order S-3-05, and Assembly Bill 32 (also known as the Global Warming Solutions Act).[79]

Given that the City has met the state and region's 2020 GHG reduction targets and San Francisco's GHG reduction goals are consistent with, or more aggressive than, the long-term goals established under Executive Orders S-3-

77 San Francisco Planning Department, *Strategies to Address Greenhouse Gas Emissions in San Francisco*, July 2017. Available at https://sfmea.sfplanning.org/GHG/GHG_Strategy_October2017.pdf, accessed August 11, 2020.

78 San Francisco Department of the Environment, *San Francisco's Carbon Footprint.* Available at https://sfenvironment.org/carbon-footprint, accessed April 9, 2020.

79 Executive Order S-3-05, Assembly Bill 32, and the air district's *2017 Clean Air Plan* (continuing the trajectory set in the *2010 Clean Air Plan*) set a target of reducing GHG emissions to below 1990 levels by year 2020.

05[80] and B-30-15[81, 82] and Senate Bill 32,[83, 84] the City's GHG reduction goals are consistent with Executive Orders S-3-05 and B-30-15, Assembly Bill 32, Senate Bill 32, and the *2017 Clean Air Plan*. Therefore, proposed projects that are consistent with the City's GHG reduction strategy would be consistent with the aforementioned GHG reduction goals, would not conflict with these plans or result in significant GHG emissions, and would therefore not exceed San Francisco's applicable GHG threshold of significance.

The following analysis of the proposed project's impact on climate change 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 the global climate, this analysis is in a cumulative context, and this section does not include an individual project-specific impact statement.

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

Individual projects contribute to the cumulative effects of climate change by directly or indirectly emitting GHGs during construction and operational phases. Direct operational emissions include GHG emissions from new vehicle trips and area sources (natural gas combustion). Indirect emissions include emissions from electricity providers; energy required to pump, treat, and convey water; and emissions associated with waste removal, disposal, and landfill operations.

The proposed project would increase the intensity of use of the site by introducing a new building containing 21 dwelling units and approximately 2,855 square feet of commercial space on a project site that is currently occupied by a one-story restaurant. Therefore, the proposed project would contribute to annual long-term increases in GHGs as a result of increased vehicle trips (mobile sources) and residential and restaurant operations that result in an increase in energy use, water use, wastewater treatment, and solid waste disposal. Construction activities would also result in temporary increases in GHG emissions.

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80 Office of the Governor, Executive Order S-3-05, June 1, 2005. Available at https://www.library.ca.gov/Content/pdf/GovernmentPublications/executive-order-proclamation/5129-5130.pdf, accessed August 11, 2020. Executive Order S-3-05 sets forth a series of target dates by which statewide emissions of GHGs need to be progressively reduced, as follows: by 2010, reduce GHG emissions to 2000 levels (approximately 457 million metric tons of carbon dioxide equivalents ($MTCO_2E$)); by 2020, reduce emissions to 1990 levels (approximately 427 million $MTCO_2E$); and by 2050 reduce emissions to 80 percent below 1990 levels (approximately 85 million $MTCO_2E$). Because of the differential heat absorption potential of various GHGs, GHG emissions are frequently measured in "carbon dioxide-equivalents," which present a weighted average based on each gas's heat absorption (or "global warming") potential.

81 Office of the Governor, Executive Order B-30-15, April 29, 2015. Available at https://www.ca.gov/archive/gov39/2015/04/29/news18938/index.html, accessed August 11, 2020. Executive Order B-30-15 sets a state GHG emissions reduction goal of 40 percent below 1990 levels by the year 2030.

82 San Francisco's GHG reduction goals are codified in Section 902 of the Environment Code and include: (i) by 2008, determine City GHG emissions for year 1990; (ii) by 2017, reduce GHG emissions by 25 percent below 1990 levels; (iii) by 2025, reduce GHG emissions by 40 percent below 1990 levels; and by 2050, reduce GHG emissions by 80 percent below 1990 levels.

83 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 to be reduced by 40 percent below 1990 levels by 2030.

84 Senate Bill 32 was paired with Assembly Bill 197, which would modify the structure of the State Air Resources Board; institute requirements for the disclosure of greenhouse gas emissions criteria pollutants, and toxic air contaminants; and establish requirements for the review and adoption of rules, regulations, and measures for the reduction of greenhouse gas emissions.

The proposed project would be subject to regulations adopted to reduce GHG emissions as identified in the GHG reduction strategy. As discussed below, compliance with the applicable regulations would reduce the project's GHG emissions related to transportation, energy use, waste disposal, and use of refrigerants.

Compliance with the City's Transportation Sustainability Fee and bicycle parking requirements would reduce the proposed project's transportation-related emissions. These regulations reduce GHG emissions from single-occupancy vehicles by promoting the use of alternative transportation modes with zero or lower GHG emissions on a per capita basis.

The proposed project would be required to comply with the energy efficiency requirements of the City's Green Building Code, the Residential Water Conservation Ordinance, and the Commercial Water Conservation Ordinance, all of which would promote energy and water efficiency, thereby reducing the proposed project's energy-related GHG emissions.[85]

The proposed project's waste-related emissions would be reduced through compliance with the City's Recycling and Composting Ordinance, Construction and Demolition Debris Recovery Ordinance, and Green Building Code requirements. These regulations reduce the amount of materials sent to a landfill, reducing GHGs emitted by landfill operations. These regulations also promote reuse of materials, conserving their embodied energy[86] and reducing the energy required to produce new materials.

Compliance with the City's street tree planting requirements would serve to increase carbon sequestration. Regulations requiring low-emitting finishes would reduce volatile organic compounds.[87] Thus, the proposed project was determined to be consistent with San Francisco's GHG reduction strategy.[88]

The project sponsor is required to comply with these regulations, which have proven effective as San Francisco's GHG emissions have measurably decreased when compared to 1990 emissions levels, demonstrating that the City has met and exceeded Executive Order S-3-05, Assembly Bill 32, and the *2017 Clean Air Plan* GHG reduction goals for the year 2020. Furthermore, the City has met its 2017 GHG reduction goal of reducing GHG emissions to 25 percent below 1990 levels by 2017. Other existing regulations, such as those implemented through Assembly Bill 32, will continue to reduce a proposed project's contribution to climate change. In addition, San Francisco's local GHG reduction targets are consistent with the long-term GHG reduction goals of Executive Orders S-3-05 and B-30-15, Assembly Bill 32, Senate Bill 32, and the *2017 Clean Air Plan.* Therefore, because the proposed project is consistent with the City's GHG reduction strategy, it is also consistent with the GHG reduction goals of executive Orders S-3-05 and B-30-15, Assembly Bill 32, Senate Bill 32, and the *2017 Clean Air Plan*, would not conflict with these plans, and would therefore not exceed San Francisco's applicable GHG threshold of significance. As such, the proposed project would result in a less-than-significant impact with respect to GHG emissions. No mitigation measures are necessary.

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85 Compliance with water conservation measures reduce the energy (and GHG emissions) required to convey, pump and treat water required for the project.

86 Embodied energy is the total energy required for the extraction, processing, manufacture and delivery of building materials to the building site.

87 While not a GHG, volatile organic compounds are precursor pollutants that form ground level ozone. Increased ground level ozone is an anticipated effect of future global warming that would result in added health effects locally. Reducing volatile organic compound emissions would reduce the anticipated local effects of global warming.

88 San Francisco Planning Department, *Greenhouse Gas Analysis: Compliance Checklist for 1525 Pine Street*, October 19, 2020.

Topics:		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
9.	WIND. Would the project:					
a)	Create wind hazards in publicly accessible areas of substantial pedestrian use?	☐	☐	☒	☐	☐

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

A proposed project's wind impacts are directly related to its height, orientation, design, location, and surrounding development context. Based on wind analyses for other development projects in San Francisco, a building that does not exceed a height of 85 feet generally has little potential to cause substantial changes to ground-level wind conditions. The proposed project would be 83 feet tall (plus an additional 17-foot-tall elevator penthouse). A wind consultant evaluated the proposed project for its potential to affect ground-level wind conditions, and the findings of that evaluation are summarized below.[89]

The 12-story, 130-foot-tall building adjacent to and west of the project site substantially shelters the project site from westerly winds. In addition, the 25-story, 225-foot-tall hotel on the northeast corner of Pine Street and Van Ness Avenue shelters the project site from northwesterly winds. Due to this sheltering effect, the proposed project would have little to no potential to intercept overhead winds and redirect them downward to the Pine Street sidewalk. Given its height and surrounding development context, the proposed project would not cause substantial changes to ground-level wind conditions adjacent to and near the project site. For these reasons, the proposed project would not create wind hazards in publicly accessible areas of substantial pedestrian use. This impact would be less than significant, and no mitigation measures are necessary.

Impact C-WI-1: The proposed project, in combination with past, present, and reasonably foreseeable future projects, would not result in a cumulative wind impact. *(Less than Significant)*

Of the cumulative development projects identified in Section B, Project Setting, 1567 California Street is the closest to the project site (0.1 mile northeast). At a proposed height of 85 feet, this cumulative project has little potential to cause substantial changes to ground-level wind conditions. In addition, the presence of intervening multi-story buildings between 1567 California Street and the proposed project would prevent the two projects from interacting with each other to affect ground-level wind conditions. The other cumulative projects are either too short or too far away from the project site to combine with the proposed project to create wind hazards in publicly accessible areas of substantial pedestrian use. For this reason, the proposed project would not combine with past, present, and reasonably foreseeable future projects in the project vicinity to create a significant cumulative wind impact.

[89] RWDI, *Screening-Level Wind Analysis, 1525 Pine Street, San Francisco, California*, October 13, 2020.

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
10. SHADOW. Would the project:					
a) Create new shadow that substantially and adversely affects the use and enjoyment of publicly accessible open spaces?	☐	☐	☒	☐	☐

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

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

Implementation of the proposed project would result in the construction of a building exceeding 40 feet in height. The Planning Department prepared a preliminary shadow fan analysis to determine whether the proposed project would have the potential to cast shadow on nearby parks, open spaces, or San Francisco Unified School District (SFUSD) properties that participate in the Shared Schoolyard Project.[90] The shadow fan analysis prepared by the Planning Department determined that the proposed project would not cast shadow on any nearby parks or open spaces but that it has the potential to cast shadow on Redding Elementary School, approximately one block east of the project site.[91]

A shadow analysis confirmed that the proposed project would not cast shadow on Redding Elementary School at any time during the year.[92] Existing buildings between the project site and the school would block shadow from the proposed project from reaching the school.

The proposed project would shade portions of streets, sidewalks, and private properties in the project vicinity at various times of the day throughout the year. 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.

90 The Shared Schoolyard Project is a program that opens certain San Francisco Unified School District properties on weekends to provide recreation opportunities for children and families. More information is available at https://www.sfusd.edu/sharedschoolyard, accessed January 25, 2021.

91 San Francisco Planning Department, *1525 Pine Street Shadow Fan*, August 31, 2019.

92 Prevision Design, *Memorandum of No Shadow Effect: 1525 Pine Street, San Francisco*, December 19, 2019.

For these reasons, the proposed project would not create new shadow that substantially and adversely affects the use and enjoyment of publicly accessible open spaces. This impact would be less than significant, and no mitigation measures are necessary.

Impact C-SH-1: The proposed project, in combination with past, present, and reasonably foreseeable future projects, would not result in a cumulative shadow impact. *(Less than Significant)*

Cumulative shadow impacts occur when two or more projects would shadow the same area. As discussed above, the proposed project would not shade any nearby parks, open spaces, or SFUSD properties that participate in the Share Schoolyard Project. Therefore, the proposed project would not contribute to any cumulative shadow impact on publicly accessible open spaces.

The sidewalks in the project vicinity are already shadowed for much of the day by multi-story buildings. Although implementation of the proposed project and nearby cumulative development projects would add new shadow to the sidewalks in the project vicinity, these shadows would be transitory in nature, would not substantially affect the use of the sidewalks, and would not increase shadows above levels that are common and generally expected in a densely developed urban environment.

For these reasons, the proposed project would not combine with past, present, and reasonably foreseeable future projects in the project vicinity to create a significant cumulative shadow impact.

Topics:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
11. RECREATION. Would the project:					
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated?	☐	☐	☒	☐	☐
b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	☐	☐	☒	☐	☐

Impact RE-1: The proposed project would not 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. *(Less than Significant)*

The neighborhood parks or other recreational facilities closest to the project site are Lafayette Park (0.3 mile northwest), Helen Wills Park (0.45 mile north), Washington & Hyde Mini Park (0.35 mile northeast), Sergeant John Macaulay Park (0.3 mile southeast), and the Tenderloin Children's Playground (0.45 mile southeast).

The proposed project would increase the population of the project site by about 50 residents. This residential population growth would increase the demand for recreational facilities. The proposed project would partially

offset the demand for recreational facilities by providing on-site open space for the project residents in the form of a common roof deck. Although the project residents may use parks, open spaces, and other recreational facilities in the project vicinity, the additional use of these recreational facilities is expected to be modest in light of the small population increase that would result from the proposed project.

On a citywide/regional basis, the increased demand on recreational facilities from 50 new residents would be negligible considering the number of people living and working in San Francisco and the region as well as the number of existing and planned recreational facilities. For these reasons, implementation of the proposed project would not increase the use of existing recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated. This impact would be less than significant, and no mitigation measures are necessary.

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

The proposed project would provide some on-site open space for the project residents in the form of a common roof deck, which would partially offset the demand for recreational facilities. In addition, the project site is within 0.5 mile of five parks, 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 residents. For these reasons, the construction of new or the expansion of existing recreational facilities, both of which might have an adverse physical effect on the environment, would not be required. This impact would be less than significant, and no mitigation measures are necessary.

Impact C-RE-1: The proposed project, in combination with past, present, and reasonably foreseeable future projects, would not result in a cumulative impact on recreational facilities or resources. *(Less than Significant)*

Implementation of the proposed project, in combination with cumulative development in the project vicinity, would result in the construction of 522 dwelling units and an incremental increase in population and demand for recreational facilities and resources. The City has accounted for such growth as part of the Recreation and Open Space Element of the *General Plan*.[93] In addition, San Francisco voters passed two bond measures, in 2008 and 2012, to fund the acquisition, planning, and renovation of the City's network of recreational resources. As discussed above, there are five parks within 0.5 mile of the project site. It is expected that these existing recreational facilities would be able to accommodate the increase in demand for recreational resources generated by nearby cumulative development projects. Moreover, the cumulative development projects would be required to provide usable open space to partially meet the demand for recreational resources from the future residents of those projects. For these reasons, the proposed project would not combine with past, present, and reasonably foreseeable future projects in the project vicinity to create a significant cumulative impact on recreational facilities or resources.

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[93] San Francisco Planning Department, *San Francisco General Plan*, Recreation and Open Space Element, April 2014, pp. 20-36. Available online at http://generalplan.sfplanning.org/Recreation_OpenSpace_Element_ADOPTED.pdf, accessed August 23, 2020.

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

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

The project site is entirely paved and is currently developed with an existing building, and the restaurant on the project site is already served by existing utilities. Although the proposed project would need to be connected to these existing utilities, the proposed project would not require or result in the relocation or construction of new or expanded water, wastewater treatment, or stormwater drainage, electric power, natural gas, or telecommunications facilities. This impact would be less than significant, and no mitigation measures are necessary.

Impact UT-2: 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; in that event the SFPUC may develop new or expanded water supply facilities to address shortfalls in single and multiple dry years, but this would occur with or without the proposed project. Impacts related to new or expanded water supply facilities cannot be identified at this time or implemented in the near term; instead, the SFPUC would address supply shortfalls through increased rationing, which could result in significant cumulative effects, but the project would not make a considerable contribution to impacts from increased rationing. *(Less than Significant)*

Construction Impacts

The proposed project's construction activities are required to comply with Article 21 of the San Francisco Public Works Code (Ordinance No. 175-91), which restricts the use of potable water for soil compaction and dust control activities undertaken in conjunction with any construction or demolition project occurring within the boundaries of San Francisco, unless permission is obtained from the San Francisco Public Utilities Commission (SFPUC). Non-potable water must be used for soil compaction and dust control activities during project construction or demolition. Recycled water is available from the SFPUC for dust control on roads and streets. However, per State regulations, recycled water cannot be used for demolition, pressure washing, or dust control through aerial spraying. The SFPUC operates a recycled water truck-fill station at the Southeast Water Pollution Control Plant that provides recycled water for these activities at no charge. Required compliance with Ordinance No. 175-91 would ensure that the proposed project's construction activities would result in less-than-significant impacts related to water supply.

Operational Impacts

In 2016, the SFPUC adopted its *2015 Urban Water Management Plan* (UWMP), which estimates that current and projected water supplies will meet future retail demand through 2035 under normal-year, single-dry-year and multiple-dry-year conditions.[94, 95] However, if a multiple-dry-year event occurs, the SFPUC will implement water use and supply reductions through its retail water shortage allocation plan.

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 rivers and the Bay-Delta ecosystem (the Bay-Delta Plan Amendment).[96] The state water board has stated that it intends to implement the Bay-Delta Plan Amendment by the year 2022, assuming all required approvals are obtained by that time. Implementation of the Bay-Delta Plan Amendment would result in a substantial reduction in the SFPUC's water supplies from the Tuolumne River watershed during dry years, requiring rationing to a greater degree in San Francisco than previously anticipated to address supply shortages not accounted for in the UWMP.

The SFPUC has prepared a memorandum discussing future water supply scenarios given the adoption of the Bay-Delta Plan Amendment.[97] As discussed in the SFPUC memorandum, implementation of the 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. The SFPUC memorandum estimates total shortfalls in water supply (that is, total retail demand minus total retail supply) to retail customers through under three increasingly supply-limited scenarios:

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94 San Francisco Public Utilities Commission, *2015 Urban Water Management Plan for the City and County of San Francisco*, June 2016, https://sfwater.org/index.aspx?page=75, accessed July 3, 2020.

95 "Retail" demand represents water the SFPUC provides to individual customers within San Francisco and several individual customers outside of San Francisco. "Wholesale" demand represents water the SFPUC provides to other water agencies supplying other jurisdictions.

96 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, accessed August 23, 2020.

97 Memorandum from Steven R. Ritchie, SFPUC, to Lisa Gibson, Environmental Review Officer, San Francisco Planning Department, Environmental Planning Division, May 31, 2019.

1. Without implementation of the Bay-Delta Plan Amendment wherein the water supply and demand assumptions contained in the UWMP and the 2009 Water Supply Agreement as amended would remain 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.

As estimated in the SFPUC memorandum, 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.[98]

Under these three scenarios, the SFPUC would have adequate water to meet total retail demands through 2040 in normal years.[99] For single dry and multiple (years 1, 2 and 3) dry years of an extended drought, the SFPUC memorandum estimates that shortfalls of water supply relative to demand would occur both with and without implementation of the Bay-Delta Plan Amendment. Without implementation of the plan amendment, shortfalls would range from approximately 3.6 to 6.1 million gallons per day (mgd) or a 5 to 6.8 percent shortfall during dry years through the year 2040.

With implementation of the Bay-Delta Plan Amendment, shortfalls would range from 12.3 mgd (15.6 percent) in a single dry year to 36.1 mgd (45.7 percent) in years seven and eight of the 8.5-year design drought based on 2025 demand levels and from 21 mgd (23.4 percent) in a single dry year to 44.8 mgd (49.8 percent) in years seven and eight of the 8.5-year design drought based on 2040 demand.

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.[100] The proposed mixed-use project would result in 21 dwelling units and approximately

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98 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.

99 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.

100 Pursuant to CEQA Guidelines Section 15155(a)(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.

2,855 square feet of commercial 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.

While a water supply assessment is not required, the following discussion provides an estimate of the project's maximum water demand in relation to the three supply scenarios. 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 2040 would require new or expanded water supply facilities, the construction or relocation of which could have significant cumulative impacts on the environment. 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 an equivalent project demand for projects that do not meet the definitions provided in CEQA Guidelines Section 15155(a)(1).[101] The development proposed by the project would represent 4.2 percent of the 500-unit limit and 0.7 percent of the 500,000 square feet of commercial space provided in Section 15155(a)(1)(A) and (B), respectively. 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 less than 50,000 gallons per day of water.

The SFPUC has prepared estimates of total retail demand in five-year intervals from 2020 through 2040.[102] Assuming the project would demand no more than 50,000 gallons of water per day (or 0.05 mgd), Table 6: Proposed Project Demand Relative to Total Retail Demand (mgd), compares this maximum with the total retail demand from 2020 through 2040. At most, the proposed project's water demand would represent a small fraction of the total projected retail water demand, ranging from 0.07 to 0.06 percent between 2020 and 2040. As such, the project's water demand is not substantial enough to require or result in the relocation or construction of new or expanded water facilities, the construction or relocation of which could cause significant environmental effects.

(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.

101 Memorandum from Steven R. Ritchie, SFPUC, to Lisa Gibson, Environmental Review Officer, San Francisco Planning Department, Environmental Planning Division, May 31, 2019.

102 San Francisco Public Utilities Commission, *2015 Urban Water Management Plan for the City and County of San Francisco*, June 2016, https://sfwater.org/index.aspx?page=75, accessed July 3, 2020.

Table 6: Proposed Project Demand Relative to Total Retail Demand (mgd)

	2020	2025	2030	2035	2040
Total Retail Demand	72.1	79	82.3	85.9	89.9
Total Demand of Proposed Project	0.05	0.05	0.05	0.05	0.05
Total Demand of Proposed Project as Percentage of Total Retail Demand	0.07%	0.06%	0.06%	0.06%	0.06%

Source: San Francisco Public Utilities Commission, *2015 Urban Water Management Plan for the City and County of San Francisco*, June 2016

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 0.06 percent of the total retail demand in 2040 when implementation of the Bay-Delta Plan Amendment would result in a retail supply shortfall of up to 49.8 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 increase overall water supply resilience in the case that the Bay-Delta Plan Amendment is implemented. The SFPUC has identified possible projects that it will study, but it has not determined the feasibility of the possible projects, has not made any decision to pursue any particular supply 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.

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

Implementation of the proposed project would increase the residential population at the project site by about 50 residents, resulting in an incremental increase of wastewater flows from the project site. The proposed project would incorporate water-efficient fixtures, as required by Title 24 of the California Code of Regulations and the San Francisco Green Building Ordinance. Compliance with these regulations would reduce wastewater flows to the Southeast Water Pollution Control Plant. The SFPUC's infrastructure capacity plans account for projected population and employment growth. For these reasons, implementation of the proposed project would not

exceed the capacity of the Southeast Water Pollution Control Plant to treat wastewater flows from the project site. This impact would be less than significant, and no mitigation measures are necessary.

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

In September 2015, the City approved an agreement with Recology, Inc., for the transport and disposal of the City's municipal solid waste at the Recology Hay Road Landfill in Solano County. The City began disposing its municipal solid waste at Recology Hay Road Landfill in January 2016, and that practice is anticipated to continue for approximately nine years, with an option to renew the agreement thereafter for an additional six years. San Francisco had a goal of 75 percent solid waste diversion by 2010, which it exceeded at 80 percent diversion, and has a goal of 100 percent solid waste diversion or "zero waste" to landfill or incineration by 2020. The San Francisco Construction and Demolition Debris Recovery Ordinance requires mixed construction and demolition debris to be transported by a registered transporter to a registered facility that must recover for reuse or recycling and divert from landfill at least 65 percent of all received construction and demolition debris. The San Francisco Green Building Code also requires certain projects to submit a recovery plan to the San Francisco Department of the Environment demonstrating recovery or diversion of at least 75 percent of all demolition debris. The San Francisco Mandatory Recycling and Composting Ordinance requires all properties and everyone in San Francisco to separate solid waste into recyclables, compostables, and landfill trash. The proposed project would be subject to these ordinances and all other applicable statutes and regulations related to solid waste. This impact would be less than significant, and no mitigation measures are necessary.

Impact C-UT-1: The proposed project, in combination with past, present, and reasonably foreseeable future projects, would not result in a cumulative impact on utilities and service systems. *(Less than Significant)*

Implementation of the proposed project, in combination with cumulative development in the project vicinity, would result in the construction of a total of 522 dwelling units, approximately 44,510 square feet of commercial space, 2,000 square feet of office space, 3,650 square feet of childcare space, and 109,260 square feet of medical offices, and 334 parking spaces in the project vicinity. This cumulative development would result in an incremental increase in population, water consumption, and wastewater and solid waste generation. The SFPUC has accounted for such growth in its water demand and wastewater service projections, and the City has implemented various programs to divert 80 percent of its solid waste from landfills. Like all projects proposed in San Francisco, the nearby cumulative development projects are required to comply with ordinances and policies related to water conservation, wastewater minimization, and solid waste reduction. For these reasons, the proposed project would not combine with past, present, and reasonably foreseeable future projects in the project vicinity to create a significant cumulative impact on utilities and service systems.

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

The proposed project's impacts on parks are discussed under Section E.9, Recreation. Impacts on other public services are discussed below.

Impact PS-1: The proposed project would increase demand for fire protection and police protection, but not to the extent that would require new or physically altered fire or police facilities, the construction of which could result in significant environmental impacts. *(Less than Significant)*

The project site receives fire protection and emergency medical services from the San Francisco Fire Department's Battalion 8, which includes Fire Station No. 3 at 1067 Post Street (approximately 0.2 mile southeast of the project site).[103] The project site receives police protection services from the San Francisco Police Department's Northern Station at 1125 Fillmore Street, approximately 0.9 mile northeast of the project site.[104] Implementation of the proposed project would add about 50 residents on the project site, which would increase the demand for fire protection, emergency medical, and police protection services. This increase in demand would not be substantial given the overall demand for such services on a citywide basis. Moreover, fire protection, emergency medical, and police protection resources are regularly redeployed based on need in order to maintain acceptable service ratios. The proximity of the project site to Fire Station No. 3 and Northern Station would help minimize Fire Department and Police Department response times should incidents occur at the project site. For these reasons, implementation of the proposed project would not require the construction of new or alteration of existing fire and police facilities. This impact would be less than significant, and no mitigation measures are necessary.

Impact PS-2: The proposed project would increase the population of school-aged children and the demand for school services, but not to the extent that would require new or physically altered school facilities, the construction of which could result in significant environmental impacts. *(Less than Significant)*

Implementation of the proposed project would result in the construction of 21 dwelling units and an anticipated population increase of about 50 residents. Some of the new residents of the 21 households could consist of families with school-aged children who might attend schools operated by the San Francisco Unified School District (SFUSD), while other children might attend private schools. It is anticipated that existing SFUSD schools in

[103] https://sf-fire.org/fire-station-locations#divisions, accessed August 11, 2020.

[104] https://www.sanfranciscopolice.org/station-finder, accessed August 23, 2020.

the project vicinity would be able to accommodate this minor increase in demand. Furthermore, the proposed project would be required to pay a school impact fee based on the construction of net new residential square footage to fund SFUSD facilities and operations. For these reasons, implementation of the proposed project would not result in a substantial unmet demand for school facilities and would not require the construction of new or alteration of existing school facilities. This impact would be less than significant, and no mitigation measures are necessary.

For these reasons, implementation of the proposed project would not result in a substantial unmet demand for school facilities and would not require the construction of new or alteration of existing school facilities. This impact would be less than significant, and no mitigation measures are necessary.

Impact PS-3: The proposed project would increase demand for other public services, but not to the extent that would require new or physically altered governmental facilities, the construction of which could result in significant environmental impacts. *(Less than Significant)*

Implementation of the proposed project would add about 50 residents on the project site, which would increase the demand for other public services such as libraries. This increase in demand would not be substantial given the overall demand for public services on a citywide basis. Regarding library services, the San Francisco Public Library operates the Main Library and 27 branches throughout San Francisco.[105] It is anticipated that the Main Library (0.75 mile southeast of the project site) and the Chinatown (0.7 mile northeast) and Golden Gate Valley (0.7 mile northwest) branches would be able to accommodate the minor increase in demand for library services generated by the proposed project. For these reasons, implementation of the proposed project would not require the construction of new or alteration of existing governmental facilities. This impact would be less than significant, and no mitigation measures are necessary.

Impact C-PS-1: The proposed project, in combination with past, present, and reasonably foreseeable future projects, would not result in a cumulative impact on public services. *(Less than Significant)*

The geographic context for cumulative fire, police, and library impacts are the police, fire, and library service areas, while the geographic context for cumulative school impacts is the school district service area. Implementation of the proposed project, in combination with cumulative development in the project vicinity, would result in the construction of a total of 522 dwelling units, approximately 44,510 square feet of commercial space, 2,000 square feet of office space, 3,650 square feet of childcare space, 109,260 square feet of medical offices, and 334 parking spaces in the project vicinity, resulting in an incremental increase in population and demand for fire protection, police protection, school services, and other public services. The Fire Department, the Police Department, the school district, and other City agencies have accounted for such growth in providing public services to the residents of San Francisco. In addition, fire protection, emergency medical, and police protection resources are regularly redeployed based on need in order to maintain acceptable service ratios. Nearby cumulative development projects would be subject to many of the same development impact fees applicable to the proposed project. For these reasons, the proposed project would not combine with past, present, and reasonably foreseeable future projects in the project vicinity to create a significant cumulative impact on public services.

[105] San Francisco Public Library website, https://sfpl.org, accessed January 26, 2021.

Topics:		*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
14.	BIOLOGICAL RESOURCES: Would the project:					
a)	Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☐	☒	☐
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 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 is completely paved and is currently developed with an existing building, so it does not contain any riparian habitat, other sensitive natural community, or federally protected wetlands. There are no adopted Habitat Conservation Plans, Natural Community Conservation Plans, or other approved local, state, or regional habitat conservation plans that apply to the project site. Therefore, Topics E.14.b, E.14.c, and E.14.f are not applicable to the proposed project.

Impact BI-1: The proposed project would not have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service. *(No Impact)*

The project site and project vicinity are in an urban environment with high levels of human activity. The project site is completely paved and is currently developed with an existing building. Any candidate, sensitive, or special-status species have been previously extirpated (lost) from the area. For these reasons, implementation of the proposed project would have no impact on candidate, sensitive, or special-status species.

Impact BI-2: The proposed project would not interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites. *(Less than Significant)*

San Francisco is within the Pacific Flyway, a major north-south route of travel for migratory birds along the western portion of the Americas. The project site is fully developed and is not considered an urban bird refuge.[106, 107]

Multi-story buildings are potential obstacles that can injure or kill birds in the event of a collision, and bird strikes are a leading cause of worldwide declines in bird populations. Planning Code Section 139, Standards for Bird-Safe Buildings, establishes building design standards to reduce avian mortality rates associated with bird strikes. This ordinance focuses on location-specific hazards and building feature-related hazards. Location-specific hazards apply to buildings in, or within 300 feet of and having a direct line of sight to, an urban bird refuge. The project site is not in or within 300 feet of an urban bird refuge, so the standards related to location-specific hazards are not applicable to the proposed project. Feature-related hazards, which can occur on buildings anywhere in San Francisco, are defined as freestanding glass walls, wind barriers, skywalks, balconies, and greenhouses on rooftops that have unbroken glazed segments of 24 square feet or larger. The proposed project would be required to comply with the feature-related standards of Planning Code Section 139 by using bird-safe glazing treatment on 100 percent of any feature-related hazards.

The project site is completely paved and is currently developed with an existing building. As discussed above, there are no resident or migratory fish or wildlife species, no established native resident or migratory wildlife corridors, and no native wildlife nursery sites on the project site.

For these reasons, implementation of the proposed project would not interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites. This impact would be less than significant, and no mitigation measures are necessary.

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

The project site does not contain existing trees or other vegetation that would need to be removed as part of the proposed project. The removal of street trees or significant trees, as well as the planting of new street trees, is subject to the provisions of the San Francisco Urban Forestry Ordinance, which is codified as Article 16 of the San Francisco Public Works Code.[108] Implementation of the proposed project would include the planting of street trees along Pine Street and Austin Street, subject to review and approval by San Francisco Public Works. The proposed project would not conflict with any local policies or ordinances that protect biological resources. This impact would be less than significant, and no mitigation measures are necessary.

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106 An urban bird refuge is defined by San Francisco Planning Code Section 139(c)(1) as an open spaces two acres and larger dominated by vegetation, including vegetated landscaping, forest, meadows, grassland, or wetlands, or open water.

107 San Francisco Planning Department, *Urban Bird Refuge Map*. Available at https://sfplanning.org/resource/urban-bird-refuge, accessed August 23, 2020.

108 Street trees and significant trees are defined in Article 16, Sections 802 and 810A, respectively, of the San Francisco Public Works Code.

Impact C-BI-1: The proposed project, in combination with past, present, and reasonably foreseeable future projects, would not result in a cumulative impact related to biological resources. *(Less than Significant)*

Cumulative development in the project vicinity would result in the construction of multi-story buildings that can injure or kill birds in the event of a collision and would result in the removal of existing street trees or other vegetation. Nearby cumulative development projects would be subject to the same bird-safe building and urban forestry ordinances applicable to the proposed project. Moreover, there are no candidate, sensitive, or special-status species or any riparian habitat or other sensitive natural community in the project vicinity. For these reasons, the proposed project would not combine with past, present, and reasonably foreseeable future projects in the project vicinity to create a significant cumulative impact on biological resources.

Topics:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
15. GEOLOGY AND SOILS. Would the project:					
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:					
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☒	☐	☐
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 (1994), 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 waste water?	☐	☐	☐	☐	☒
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐	☐

A geotechnical investigation was conducted to assess the geologic conditions underlying the project site and provide recommendations related to the proposed project's design and construction. The findings and recommendations are presented in a geotechnical report and are summarized below.[109]

The geotechnical investigation included the drilling of two test borings on the project site to depths of approximately 41 and 80 feet below ground surface (bgs). The project site is underlain by about three feet of fill consisting of sand, and this layer of fill is underlain by about 20 feet of loose to medium dense silty sand. From a depth of 23 feet bgs to the maximum depths of the test borings, the soil consists of loose to very dense silty sand.

Groundwater was encountered in the test borings at a depth of about 50 feet bgs. Depending on the amount of rainfall, groundwater levels at the project site are expected to fluctuate seasonally and annually.

Impact GE-1: The proposed project would not directly or indirectly cause potential adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, strong seismic ground shaking, seismic-related ground failure, liquefaction, or landslides. *(Less Than Significant)*

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 or in the project vicinity. The closest active fault to the project site is the San Andreas Fault, which is about 7.1 miles to the west. The project site is not in a liquefaction hazard zone or a landslide hazard zone.[110]

The proposed project is required to comply with the seismic safety standards set forth in the California Building Code and the San Francisco Building Code. The Department of Building Inspection (DBI) is the City agency responsible for reviewing the proposed project's building permit application, structural drawings and calculations, and geotechnical report and ensuring that the proposed project complies with the seismic safety standards and other applicable requirements. Project compliance with the Building Code would ensure that the risk of loss, injury, or death involving rupture of a known earthquake fault, strong seismic ground shaking, or seismic-related ground failure would be low.

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. This impact would be less than significant, and no mitigation measures are necessary.

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

The project site is entirely paved and is currently developed with an existing building. For these reasons, construction of the proposed project would not result in the loss of topsoil. Site preparation and excavation activities would disturb soil to a depth of up to 14 feet bgs, creating the potential for windborne and waterborne soil erosion. Construction activities would be required to comply with the Construction Site Runoff Ordinance (Ordinance No. 260-13), which requires all construction sites, regardless of size, to implement best management

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109 Krazan & Associates, Inc., Updated *Geotechnical Engineering Investigation, Proposed Mixed-Use Facility, 1525 Pine Street, San Francisco, California* (hereinafter "*Geotechnical Report*"), June 28, 2016, updated August 18, 2017.

110 San Francisco Planning Department, GIS database geology layer, accessed August 31, 2020.

practices to prevent construction site runoff discharges into the City's combined stormwater/sewer system. Compliance with the Construction Site Runoff Ordinance would ensure that the project would not result in erosion. This impact would be less than significant, and no mitigation measures are necessary.

Impact GE-3: The proposed project would not be located on a geologic unit that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse. *(Less than Significant)*

As discussed under Impact GE-1, the potential for landslide or liquefaction at the project site is low. In addition, the proposed project is required to comply with the provisions of the California Building Code and the San Francisco Building Code that address issues related to seismic safety and unstable soil. The geotechnical report includes recommendations related to the following aspects of construction: site preparation; engineered fill; drainage and landscaping; utility trench backfill; foundations; floor slabs and exterior flatwork; lateral earth pressures and retaining walls; pavement design; and seismic parameters. Implementation of these recommendations 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. This impact would be less than significant, and no mitigation measures are necessary.

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

Expansive soils are characterized by their ability to undergo significant volume change (i.e., to shrink and swell) due to variations in moisture content. Expansive soils are typically very fine-grained and have a high to very high percentage of clay. They can damage structures and buried utilities and increase maintenance requirements. The presence of expansive soils is typically associated with high clay content and determined based on site-specific data. Section 1803 of the California Building Code states that in areas likely to have expansive soil, the building official shall require soil tests to determine where such soils do exist, and if so, the geotechnical report must include recommendations and special design and construction provisions for foundations of structures on expansive soils, as necessary. Compliance with building code requirements would ensure that potential impacts related to expansive soils would be less than significant, and no mitigation measures are necessary.

Impact GE-5: The project would not 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. (*Not Applicable*)

The proposed project would not include the use 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.

Impact GE-6: The project would directly or indirectly destroy a unique paleontological resource or site or unique geologic feature. (*Less than Significant with Mitigation*)

Paleontological resources are fossilized remains, traces, or imprints of organisms preserved in or on the earth's crust that are of paleontological interest and provide information about the history of life on earth. Paleontological resources represent a limited, non-renewable scientific and educational resource. The potential

for a project to affect paleontological resources varies with the depth of disturbance, construction activities, and previous disturbance.

The project site and immediate vicinity have been mapped as having low or unknown potential for paleontological resources. Construction of the proposed project would require excavation to a depth of up to 14 feet bgs and the removal of about 1,500 cubic yards of soil from the project site. Based on the proposed ground-disturbing activities, there is the possibility that unanticipated paleontological resources could be discovered during excavation of the project site. Implementation of Mitigation Measures M-GE-6a: Worker Environmental Awareness Training, and M-GE-6b: Discovery of Unanticipated Paleontological Resources, would address impacts related to paleontological resources.

Mitigation Measure M-GE-6a: Worker Environmental Awareness Training

Prior to commencing construction, the project sponsor shall ensure that all workers are trained on the contents of the Paleontological Resources Alert Sheet, as provided by the Planning Department. The Paleontological Resources Alert Sheet shall be prominently displayed at the construction site during ground disturbing activities to provide pre-construction worker environmental awareness training regarding potential paleontological resources.

In addition, the project sponsor (through a designated representative) shall inform construction personnel of the immediate stop work procedures and contact information to be followed if bones or other potential fossils are unearthed at the project site, and the laws and regulations protecting paleontological resources. As new workers arrive at the project site for ground disturbing activities, they would be trained by the construction supervisor.

The project sponsor shall submit a letter confirming the timing of the worker training to the Planning Department. The letter shall confirm the project's location, the date of training, the location of the informational handout display, and the number of participants. The letter shall be transmitted to the Planning Department within five (5) business days of conducting the training.

Mitigation Measure M-GE-6b: Discovery of Unanticipated Paleontological Resources

In the event of the discovery of an unanticipated paleontological resource during construction, excavations within 25 feet of the find shall temporarily be halted until the discovery is examined by a qualified paleontologist (pursuant to Society of Vertebrate Paleontology standards (SVP 1995, 1996)). Work within the sensitive area shall resume only when deemed appropriate by the qualified paleontologist in consultation with the Planning Department.

The qualified paleontologist shall determine if: (1) the discovery is scientifically significant; (2) the necessity for involving other agencies and stakeholders; (3) the significance of the resource; and (4) methods for resource recovery. If a paleontological resource assessment results in a determination that the resource is not scientifically important, this conclusion shall be documented in a Paleontological Evaluation Letter to demonstrate compliance with applicable statutory requirements. The Paleontological Evaluation Letter shall be submitted to the Planning Department for review within 30 business days of the discovery.

If a paleontological resource is determined to be of scientific importance and there are no feasible avoidance measures, a Paleontological Mitigation Program (mitigation program) must be prepared by the qualified paleontologist engaged by the project sponsor. The mitigation program shall include measures to fully document and recover the resource. The mitigation program shall be approved by the Planning Department. Ground disturbing activities in the project area shall be monitored as determined by the qualified paleontologist for the duration of such activities in collaboration with the Planning Department, once work is resumed.

The mitigation program shall include: (1) procedures for construction monitoring at the project site; (2) fossil preparation and identification procedures; (3) curation into an appropriate repository; and (4) preparation of a Paleontological Resources Report (report or paleontology report) at the conclusion of ground disturbing activities. The paleontology report shall include dates of field work, results of monitoring, fossil identifications to the lowest possible taxonomic level, analysis of the fossil collection, a discussion of the scientific significance of the fossil collection, conclusions, locality forms, an itemized list of specimens, and a repository receipt from the curation facility. The project sponsor shall be responsible for the preparation and implementation of the mitigation program, in addition to any costs necessary to prepare and identify collected fossils and for any curation fees charged by the paleontological repository. The mitigation program shall be submitted to the Planning Department for review within 10 business days of the discovery. The paleontology report shall be submitted to the Planning Department for review within 30 business days from conclusion of ground disturbing activities or as negotiated following consultation with the Planning Department.

Implementation of Mitigation Measures M-GE-6a and M-GE-6b would reduce impacts on paleontological resources to less-than-significant levels.

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 paved and is currently developed with an existing building. No unique geologic features exist at the project site. Therefore, the proposed project would have no impact on unique geologic features.

Impact C-GE-1: The proposed project, in combination with past, present, and reasonably foreseeable future projects, would not result in a cumulative impact related to geology and soils. *(Less than Significant)*

Environmental impacts related to geology and soils are generally site-specific. Nearby cumulative development projects would be subject to the same seismic safety standards and design review procedures applicable to the proposed project. For these reasons, the proposed project would not combine with past, present, and reasonably foreseeable future projects in the project vicinity to create a significant cumulative impact related to geology and soils.

Topics:		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
16.	HYDROLOGY AND WATER QUALITY. Would the project:					
a)	Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	☐	☐	☒	☐	☐
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?	☐	☐	☒	☐	☐
d)	In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☐	☒	☐
e)	Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☒	☐	☐

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

Project-related wastewater and stormwater would flow into the City's combined stormwater/sewer system and would be treated to standards contained in the City's National Pollutant Discharge Elimination System (NPDES) Permit for the Southeast Water Pollution Control Plant prior to discharge into San Francisco Bay. The NPDES standards are set and regulated by the San Francisco Bay Area Regional Water Quality Control Board.

The proposed project's discharges from residential operations and stormwater would not exceed water quality standards. The project would be required to comply with Article 4.2 of the San Francisco Public Works Code, Section 147 (Stormwater Management). The intent of the City's stormwater management program is to reduce the volume of stormwater entering the City's combined and separate sewer systems and to protect and enhance the water quality of receiving waters, pursuant to and consistent with federal and state laws, lawful standards, and orders applicable to stormwater and urban runoff control and the City's authority to manage and operate its drainage systems. Required compliance with all applicable federal and state laws, lawful standards, and orders would ensure that operation of the proposed project would not violate water quality standards or waste discharge requirements.

Construction activities such as excavation, earthmoving, and grading would expose soil and could result in erosion and excess sediments being carried in stormwater runoff to the combined stormwater/sewer system. In addition, stormwater runoff from temporary on-site use and storage of vehicles, fuels, waste, and other hazardous materials could carry pollutants to the combined stormwater/sewer system if proper handling methods are not employed. Runoff from the project site would drain into the City's combined stormwater/sewer system, ensuring that such runoff is properly treated at the Southeast Water Pollution Control Plant before being discharged into San Francisco Bay.

As discussed in Section E.15, Geology and Soils, the project site is generally underlain by fill consisting of sand. This layer of fill is underlain by loose, medium dense, and very dense silty sand. Groundwater is present at approximately 50 feet bgs. The proposed project's excavation and permanent structures do not have the potential to encounter groundwater and impact water quality.

For these reasons, the proposed project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality. This impact would be less than significant, and no mitigation measures are necessary.

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

As discussed under Impact HY-1, groundwater is located approximately 50 feet bgs. The proposed project's excavation does not have the potential to encounter groundwater, decrease groundwater supplies, or interfere substantially with groundwater recharge. This impact would be less than significant, and no mitigation measures are necessary.

Impact HY-3: The proposed project would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river through the addition of impervious surfaces, in a manner that would result in substantial erosion, siltation, or flooding on- or off-site, substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site, or 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. *(Less than Significant)*

The project site is entirely paved and is currently developed with an existing building. For these reasons, construction of the proposed project would not increase the area of impervious surfaces on the project site or substantially increase the rate or amount of surface runoff in a manner that would result in substantial erosion, siltation, or flooding on-or off-site. With no increase in the area of impervious surfaces on the project site, the proposed project would not 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. This impact would be less than significant, and no mitigation measures are necessary.

Impact HY-4: The proposed project would not risk release of pollutants due to project inundation in flood hazard, tsunami, or seiche zones. *(No Impact)*

There are no dams or levees near the project site. As shown on Map 6, Potential Inundation Areas Due to Reservoir Failure, in the Community Safety Element of the *General Plan*, the project site is not in an area that would be flooded in the event that an existing dam or levee fails.[111]

As shown on Map 5, Tsunami Hazard Zones, San Francisco, 2012, in the Community Safety Element of the *General Plan*, the project site is not in a tsunami hazard zone, so the proposed project would not be at risk of inundation by tsunami.[112] A seiche is a periodic oscillation (rise and fall) of the surface of an enclosed or semi-enclosed body of water that can be caused by atmospheric or seismic disturbances. Tidal records for San Francisco Bay show that the 1906 earthquake caused a seiche of approximately four inches. A temporary four-inch rise in the water level of San Francisco Bay would not reach the project site, which is at least one mile from San Francisco's northern and eastern shorelines. Therefore, the proposed project would not be at risk of inundation by seiche.

The proposed project would have no impact related to the release of pollutants due to project inundation in flood hazard, tsunami, or seiche zones.

Impact HY-5: The proposed project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. *(Less than Significant)*

As discussed under Impact HY-1, project-related wastewater and stormwater would flow into the City's combined stormwater/sewer system and would be treated to standards contained in the City's NPDES Permit for the Southeast Water Pollution Control Plant prior to discharge into San Francisco Bay. Groundwater encountered during construction or operation of the proposed project would be required to meet certain water quality standards before being discharged into the combined stormwater/sewer system. As discussed under Impact HY-2, the proposed project would not permanently or substantially deplete groundwater resources. For these reasons, the proposed project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. This impact would be less than significant, and no mitigation measures are necessary.

Impact C-HY-1: The proposed project, in combination with past, present, and reasonably foreseeable future projects, would not result in a cumulative impact related to hydrology and water quality. *(Less than Significant)*

Implementation of the proposed project, in combination with cumulative development in the project vicinity, would result in the construction of a total of 522 dwelling units, approximately 44,510 square feet of commercial space, 2,000 square feet of office space, 3,650 square feet of childcare space, 109,260 square feet of medical offices, and 334 parking spaces in the project vicinity. This cumulative development would result in an incremental increase in water consumption and wastewater generation. The SFPUC has accounted for such growth in its service projections. Nearby cumulative development projects would be subject to the same water conservation, stormwater management, and wastewater discharge ordinances applicable to the proposed project. For these reasons, the proposed project would not combine with past, present, and reasonably

111 San Francisco Planning Department, *San Francisco General Plan*, Community Safety Element, p. 17. Available at http://generalplan.sfplanning.org/Community_Safety_Element_2012.pdf, accessed August 23, 2020.

112 San Francisco Planning Department, *San Francisco General Plan*, Community Safety Element, p. 15. Available online at http://generalplan.sfplanning.org/Community_Safety_Element_2012.pdf, accessed August 23, 2020.

foreseeable future projects in the project vicinity to create a significant cumulative impact related to hydrology and water quality.

Topics:		*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
17.	HAZARDS AND HAZARDOUS MATERIALS. Would the project:					
a)	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐	☐
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 located within an area covered by an airport land use plan or within two miles of a public airport or a public use airport. Therefore, Topic E.17.e is not applicable to the proposed project.

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

The proposed project's residential and commercial uses would involve the use of relatively small quantities of hazardous materials such as cleaners and disinfectants for routine purposes. These products are labeled to inform users of potential risks and to instruct them in appropriate handling procedures. Most of these materials are consumed through use, resulting in relatively little waste. For these reasons, the proposed project would not

create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. This impact would be less than significant, and no mitigation measures are necessary.

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

The existing one-story restaurant was moved from another location to the project site circa 1916; it was subsequently altered and expanded in 1975. Due to the age of the building, it is possible that asbestos-containing material (ACM) and lead-based paint are present on the project site. Demolition of the existing building could release ACM, lead, or other hazardous materials into the environment. The demolition work must be performed in compliance with federal, state, and local regulations related to the abatement of hazardous materials. These regulations include: the Bay Area Air Quality Management District's Regulation 11, Rule 2: Hazardous Pollutants – Asbestos Demolition, Renovation, and Manufacturing; California Code of Regulations, Title 8, Section 1529 (Asbestos); and California Code of Regulations, Title 8, Section 1532.1 (Lead). Required compliance with these regulations would ensure that demolition of the existing building would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.

Therefore, through compliance with existing laws and regulations, impacts related to exposure to hazardous building materials during demolition would be less than significant, and no mitigation measures are necessary.

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

There is one school within one-quarter mile of the project site: Redding Elementary/Early Education School at 1421 Pine Street (0.05 mile east). As discussed under Impact HZ-1, the proposed project would include the use of common household items in quantities too small to create a significant hazard to the public or the environment. The proposed residential and commercial uses would not produce hazardous emissions and would not involve the handling of hazardous or acutely hazardous materials, substances, or waste. This impact would be less than significant, and no mitigation measures are necessary.

Impact HZ-4: The project site is not included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. (*Less than Significant*)

The project site is not included on any list of hazardous materials sites compiled pursuant to Government Code Section 65962.5.[113] In addition, the project site is not in an area that is subject to San Francisco Health Code Article 22A, also known as the Maher Ordinance, meaning that the project site is not known or suspected to contain contaminated soil and/or groundwater.[114] Nonetheless, a Phase I Environmental Site Assessment (ESA) has been prepared to evaluate the potential for site contamination, and the findings are summarized below.

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113 PIERS Environmental Services, Inc., *Phase I Environmental Site Assessment Report for 1525 Pine Street, San Francisco, California* (hereinafter "*Phase I ESA*"), June 2015, p. 16.

114 San Francisco Planning Department, GIS database hazardous materials layer, accessed August 31, 2020.

The Phase I ESA noted that no hazardous materials or chemicals were observed at the project site other than cleaning supplies. These materials were stored properly, and there was no evidence of improper use, storage, or disposal of hazardous materials or other chemicals. No storage tanks, significant staining on exterior paved surfaces, or stained soil was observed, and no unusual stains or odors were observed around floor drains inside the existing building. The Phase I ESA recommended that no additional investigation be conducted.

The proposed project would not create a significant hazard to the public or the environment. This impact would be less than significant, and no mitigation measures are necessary.

Impact HZ-5: The proposed project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan and would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires. (*Less than Significant*)

The project site is in a densely developed urban environment; it is not adjacent to wildlands or in an area where residences are intermixed with wildlands. In San Francisco, fire safety is ensured through the provisions of the Building Code and the Fire Code. During the review of the building permit application, the DBI and the Fire Department will review the project plans for compliance with all regulations related to fire safety, which may include the development of an emergency procedure manual or an exit drill plan for the residents of the proposed project. Compliance with fire safety regulations would ensure that the proposed project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan or expose people or structures to a significant risk of loss, injury, or death involving wildland fires. This impact would be less than significant, and no mitigation measures are necessary.

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

Environmental impacts related to hazards and hazardous materials are generally site-specific. The proposed project could result in potential impacts related to hazardous materials due to construction activities within potentially contaminated soil and demolition of structures that contain hazardous building materials. However, compliance with applicable regulatory requirements would reduce those impacts to less-than-significant levels. Nearby cumulative development projects would be subject to the same regulations related to hazardous materials applicable to the proposed project. For these reasons, the proposed project would not combine with past, present, and reasonably foreseeable future projects in the project vicinity to create a significant cumulative impact related to hazards and hazardous materials.

Topics:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
18. MINERAL RESOURCES. Would the project:					
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒	☐

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

Impact MR-1: The proposed project would not result in the loss of availability of a known mineral resource or a locally-important mineral resource recovery site. *(No Impact)*

All land in San Francisco, including the project site, is designated Mineral Resource Zone 4 (MRZ-4) by the California Division of Mines and Geology under the Surface Mining and Reclamation Act of 1975.[115] This designation indicates that there is inadequate information available for assignment to any other mineral resource zone. Based on the MRZ-4 designation, the project site is not a designated area of known mineral deposits or a locally important mineral resource recovery site. For this reason, the proposed project would have no impact on mineral resources.

Impact C-MR-1: The proposed project, in combination with past, present, and reasonably foreseeable future projects, would not result in a cumulative impact on mineral resources. *(No Impact)*

As discussed above, San Francisco is not a designated area of significant mineral deposits and does not have locally important mineral resource recovery sites. Implementation of nearby cumulative development projects would have no impact on mineral resources. For these reasons, the proposed project would not combine with past, present, and reasonably foreseeable future projects in the project vicinity to create a significant cumulative impact on mineral resources.

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
19. ENERGY. Would the project:					
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☒	☐	☐
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☒	☐	☐

Impact EN-1: The proposed project would not result in a significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during construction or operation and would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. *(Less than Significant)*

[115] California Division of Mines and Geology, *Open File Report 96-03, 1996, and Special Report 146 Parts I and II*, 1986.

In California, energy consumption in buildings is regulated by Title 24 of the California Code of Regulations. Title 24 includes standards that regulate energy consumption for the heating, cooling, ventilation, and lighting of residential and nonresidential buildings. In San Francisco, documentation demonstrating compliance with Title 24 standards is required to be submitted with a building permit application. Compliance with Title 24 standards is enforced by the Department of Building Inspection. The proposed project would comply with the standards of Title 24 and the requirements of the San Francisco Green Building Ordinance and would be built to GreenPoint Rated standards, thus minimizing the amount of fuel, water, or energy used during its construction and operational phases. The proposed project would not encourage activities that result in the use of large amounts of fuel, water, or energy, or use them in a wasteful manner. This impact would be less than significant, and no mitigation measures are necessary.

Impact C-EN-1: The proposed project, in combination with past, present, and reasonably foreseeable future projects, would not result in a cumulative impact related to energy. *(Less than Significant)*

Nearby cumulative development projects would be subject to the same energy conservation, water conservation, recycling and composting, and construction and demolition debris ordinances applicable to the proposed project. For this reason, the proposed project would not combine with past, present, and reasonably foreseeable future projects in the project vicinity to create a significant cumulative impact related to energy.

Topics:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
20. AGRICULTURE AND FORESTRY RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. **Would the project:**					
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☐	☒

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

The project site does not contain agricultural uses, is not zoned for agricultural use, and is not subject to a Williamson Act contract.[116] The project site does not contain forest land or timberland as defined in Public Resources Code Sections 12220(g) and 4526, respectively. Therefore, Topics E.20.a through E.20.e are not applicable to the proposed project or cumulative development projects.

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
21. WILDFIRE. 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?	☐	☐	☐	☐	☒
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 structure to significant risks including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	☐	☒

The project site is not in or near any state responsibility areas for fire prevention or lands classified as very high fire hazard severity zones.[117] Therefore, Topics E.21.a through E.21.d are not applicable to the proposed project or cumulative development projects.

[116] California Department of Conservation, *Important Farmland in California, 2016*. Available online at ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/statewide/2016/fmmp2016_20_23.pdf, accessed May 19, 2020.

[117] California Department of Fire and Forest Protection, Fire Resource Assessment Program, Fire Hazard Severity Zones viewer. Available at https://egis.fire.ca.gov/FHSZ, accessed August 23, 2020.

Please see Section E.17, Hazards and Hazardous Materials, for additional discussion of impacts related to wildland fires.

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

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

The proposed project would not substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or reduce the number or restrict the range of a rare or endangered plant or animal. The proposed project would not result in the elimination of important examples of major periods of California history or prehistory. As discussed in Section E.3, Cultural Resources, construction of the proposed project could cause a substantial adverse change in the significance of an archeological resource. Implementation of Mitigation Measure M-CR-2: Archeological Testing, would reduce this impact to a less-than-significant level. As discussed in Section E.4, Tribal Cultural Resources, construction of the proposed project could cause a substantial adverse change in the significance of a tribal cultural resource. Implementation of Mitigation Measure M-TC-1: Tribal Cultural Resources Archeological Resource Preservation Plan and/or Interpretive Program, would reduce this impact to a less-than-significant level. As discussed in Section E.5, Noise, construction of the proposed project would generate excessive groundborne

vibration that could damage older buildings adjacent to the project site. Implementation of Mitigation Measure M-NO-2: Protection of Adjacent Buildings/Structures and Vibration Monitoring During Construction, would reduce this impact to a less-than-significant level. As discussed in Section E.15, Geology and Soils, construction of the proposed project could directly or indirectly destroy a unique paleontological resource or site. Implementation of Mitigation Measures M-GE-6a: Worker Environmental Awareness Training, and M-GE-6b: Discovery of Unanticipated Paleontological Resources, would reduce this impact to a less-than-significant level.

The proposed project would not combine with past, present, or reasonably foreseeable future projects to create significant cumulative impacts related to any of the topics discussed in Section E, Evaluation of Environmental Effects. There would be no significant cumulative impacts to which the proposed project would make cumulatively considerable contributions.

The proposed project would not result in environmental effects that would cause substantial adverse effects on human beings. As discussed in Section E.7, Air Quality, construction of the proposed project would generate air pollutant emissions in an area that already experiences poor air quality. Implementation of Mitigation Measure M-AQ-2: Construction Air Quality, would reduce this impact to a less-than-significant level.

As discussed in Section E, Evaluation of Environmental Effects, the proposed project is anticipated to only result in less-than-significant impacts for the topics included in the Initial Study checklist. The foregoing analysis identifies potentially significant impacts related to cultural resources, tribal cultural resources, noise, air quality, and geology and soils, which would be mitigated through implementation of mitigation measures as described in more detail in Section F, Mitigation Measures and Improvement Measures.

F. Mitigation Measures and Improvement Measures

The following mitigation measures have been identified to reduce potentially significant environmental impacts resulting from the proposed project to less-than-significant levels.

Mitigation Measures

Mitigation Measure M-CR-2: Archeological Testing

Based on a reasonable presumption that archeological resources may be present within the project site, the following measures shall be undertaken to avoid any potentially significant adverse effect from the proposed project on buried or submerged historical resources and on human remains and associated or unassociated funerary objects. The project sponsor shall retain the services of an archeological consultant from the rotational Qualified Archeological Consultants List (QACL) maintained by the Planning Department (Department) archeologist. After the first project approval action or as directed by the Environmental Review Officer (ERO), the project sponsor shall contact the Department archeologist to obtain the names and contact information for the next three archeological consultants on the QACL.

The archeological consultant shall undertake an archeological testing program as specified herein. In addition, the consultant shall be available to conduct an archeological interpretation, monitoring, and/or data recovery program if required pursuant to this measure. The archeological consultant's work shall be conducted in

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

Archeological Testing Program. The archeological consultant and the ERO shall meet and consult on the scope of the archeological testing program reasonably prior to commencement of any project-related soils-disturbing activities. The archeological consultant shall prepare and submit to the ERO for review and approval an archeological testing plan (ATP). The archeological testing program shall be conducted in accordance with the approved ATP. The ATP shall identify the property types of the expected archeological resource(s) that potentially could be adversely affected by the proposed project, the testing method to be used, and the locations recommended for testing. The purpose of the archeological testing program will be to determine to the extent possible the presence or absence of archeological resources and to identify and to evaluate whether any archeological resource encountered on the site constitutes an historical resource under CEQA.

At the completion of the archeological testing program, the archeological consultant shall submit a written report of the findings to the ERO. If, based on the archeological testing program, the archeological consultant finds that significant archeological resources may be present, the ERO, in consultation with the archeological consultant, shall determine if additional measures are warranted. Additional measures that may be required include preservation in place, archeological interpretation, monitoring, additional testing, and/or an archeological data recovery program. No archeological data recovery shall be undertaken without the prior approval of the ERO or the Department archeologist.

If the ERO determines that a significant archeological resource is present and that the resource could be adversely affected by the proposed project, the ERO, in consultation with the project sponsor, shall determine whether preservation of the resource in place is feasible. If so, the proposed project shall be redesigned so as to avoid any adverse effect on the significant archeological resource. If preservation in place is not feasible, a data recovery program shall be implemented, unless the ERO determines that the archeological resource is of greater interpretive than research significance and that interpretive use of the resource is feasible.

Consultation with Descendant Communities. On discovery of an archeological site[118] associated with descendant Native Americans, the Overseas Chinese, or other potentially interested descendant group, an appropriate representative[119] of the descendant group and the ERO shall be contacted. The representative of the descendant group shall be given the opportunity to monitor archeological field investigations of the site and to offer recommendations to the ERO regarding appropriate archeological treatment of the site, of recovered data

[118] The term "archeological site" is intended here to minimally include any archeological deposit, feature, burial, or evidence of burial.

[119] An "appropriate representative" of the descendant group is here defined to mean, in the case of Native Americans, any individual listed in the current Native American Contact List for the City and County of San Francisco maintained by the California Native American Heritage Commission and, in the case of the Overseas Chinese, the Chinese Historical Society of America. An appropriate representative of other descendant groups should be determined in consultation with the Department archeologist.

from the site, and, if applicable, any interpretative treatment of the associated archeological site. A copy of the Final Archaeological Resources Report shall be provided to the representative of the descendant group.

Human Remains and Associated or Unassociated Funerary Objects. The treatment of human remains and of associated or unassociated funerary objects discovered during any soils- disturbing activity shall comply with all applicable state and federal laws. This shall include immediate notification of the Medical Examiner of the City and County of San Francisco and, in the event of the Medical Examiner's determination that the human remains are Native American remains, notification of the Native American Heritage Commission, which shall appoint a Most Likely Descendant (MLD). The MLD shall complete his or her inspection and make recommendations or preferences for treatment and disposition within 48 hours of being granted access to the site (Public Resources Code Section 5097.98). The ERO shall also be notified immediately upon discovery of human remains.

The project sponsor and the ERO shall make all reasonable efforts to develop a Burial Agreement ("Agreement") with the MLD, as expeditiously as possible, for the treatment and disposition, with appropriate dignity, of the human remains and associated or unassociated funerary objects (as detailed in CEQA Guidelines Section 15064.5(d)). The Agreement shall take into consideration the appropriate excavation, removal, recordation, scientific analysis, custodianship, curation, and final disposition of the human remains and associated or unassociated funerary objects.

Nothing in existing state regulations or in this mitigation measure compels the project sponsor and the ERO to accept recommendations of an MLD. However, if the ERO, project sponsor, and MLD are unable to reach an agreement on scientific treatment of the remains and associated or unassociated funerary objects, the ERO, in cooperation with the project sponsor, shall ensure that the remains and associated or unassociated funerary objects are stored securely and respectfully until they can be reinterred on the property, with appropriate dignity, in a location not subject to further or future subsurface disturbance (Public Resources Code Section 5097.98).

Treatment of historic-period human remains and of associated or unassociated funerary objects discovered during soils-disturbing activity additionally shall follow protocols laid out in the archeological testing program and any agreement established between the project sponsor, the Medical Examiner, and the ERO.

Archeological Monitoring Program. If the ERO, in consultation with the archeological consultant, determines that an archeological monitoring program shall be implemented, the archeological monitoring program shall minimally include the following provisions:

- The ERO, in consultation with the archeological consultant, shall determine what project activities shall be archeologically monitored. In most cases, any soils-disturbing activities, such as demolition, foundation removal, excavation, grading, utilities installation, foundation work, driving of piles (foundation, shoring, etc.), site remediation, etc., shall require archeological monitoring because of the risk these activities pose to potential archeological resources and to their depositional context;
- The archeological consultant shall undertake a worker training program for soils-disturbing workers that will include an overview of expected resource(s), how to identify the evidence of the expected resource(s), and the appropriate protocol in the event of apparent discovery of an archeological resource;
- The archeological monitor(s) shall be present on the project site according to a schedule agreed upon by the archeological consultant and the ERO until the ERO has, in consultation with the project archeological

consultant, determined that project construction activities could have no effects on significant archeological deposits;

- The archeological monitor shall record and be authorized to collect soil samples and artifactual/ecofactual material as warranted for analysis;
- If an intact archeological deposit is encountered, all soils-disturbing activities in the vicinity of the deposit shall cease. The archeological monitor shall be empowered to temporarily redirect demolition/excavation/pile driving/construction activities and equipment until the deposit is evaluated. If, in the case of pile driving or deep foundation activities (foundation, shoring, etc.), the archeological monitor has cause to believe that the pile driving or deep foundation activities may affect an archeological resource, the pile driving or deep foundation activities shall be terminated until an appropriate evaluation of the resource has been made in consultation with the ERO. The archeological consultant shall immediately notify the ERO of the encountered archeological deposit. The archeological consultant shall make a reasonable effort to assess the identity, integrity, and significance of the encountered archeological deposit, and present the findings of this assessment to the ERO for a determination as to whether the resources are significant and implementation of an archeological data recovery program therefore is necessary.

Whether or not significant archeological resources are encountered, the archeological consultant shall submit a written report of the findings of the monitoring program to the ERO.

Archeological Data Recovery Program. The archeological data recovery program shall be conducted in accord with an archeological data recovery plan (ADRP). The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the ADRP prior to preparation of a draft ADRP. The archeological consultant shall submit a draft ADRP to the ERO. The ADRP shall identify how the proposed data recovery program will preserve the significant information the archeological resource is expected to contain. That is, the ADRP will identify what scientific/historical research questions are applicable to the expected resource, what data classes the resource is expected to possess, and how the expected data classes would address the applicable research questions. Data recovery, in general, should be limited to the portions of the historical property that could be adversely affected by the proposed project. Destructive data recovery methods shall not be applied to portions of the archeological resources if nondestructive methods are practical.

The scope of the ADRP shall include the following elements:

- *Field Methods and Procedures*. Descriptions of proposed field strategies, procedures, and operations.
- *Cataloguing and Laboratory Analysis*. Description of selected cataloguing system and artifact analysis procedures.
- *Discard and Deaccession Policy*. Description of and rationale for field and post-field discard and deaccession policies.
- *Interpretive Program*. Consideration of an on-site/off-site public interpretive program for significant finds.
- *Security Measures*. Recommended security measures to protect the archeological resource from vandalism, looting, and non-intentionally damaging activities.
- *Final Report*. Description of proposed report format and distribution of results.

- *Curation*. Description of the procedures and recommendations for the curation of any recovered data having potential research value, identification of appropriate curation facilities, and a summary of the accession policies of the curation facilities.

Public Interpretation. If project soils disturbance results in the discovery of a significant archeological resource, the ERO may require that information provided by archeological data recovery be made available to the public in the form of a non-technical, non-confidential archeological report, archeological signage and displays or another interpretive product. The project archeological consultant shall prepare an Archeological Public Interpretation Plan that describes the interpretive product(s), locations, or distribution of interpretive materials or displays, the proposed content and materials, the producers or artists of the displays or installation, and a long-term maintenance program. The draft interpretive plan may be a stand-alone document or may be included as an appendix to the Final Archeological Resources Report, depending on timing of analyses. The draft interpretive plan shall be subject to the ERO for review and approval and shall be implemented prior to project occupancy.

Final Archeological Resources Report. The archeological consultant shall submit a Draft Final Archeological Resources Report (FARR) to the ERO that evaluates the historical significance of any discovered archeological resource and describes the archeological and historical research methods employed in the archeological testing/monitoring/data recovery program(s) undertaken. The Draft FARR shall include a curation and deaccession plan for all recovered cultural materials.

Copies of the Draft FARR shall be sent to the ERO for review and approval. Once approved by the ERO, the consultant shall also prepare a public distribution version of the FARR. Copies of the FARR shall be distributed as follows: the California Archaeological Site Survey Northwest Information Center (NWIC) shall receive one (1) copy and the ERO shall receive a copy of the transmittal of the FARR to the NWIC. The Environmental Planning Division of the Planning Department shall receive one bound and one unlocked, searchable PDF copy of the FARR on CD or other electronic medium, along with GIS shapefiles of the site and feature locations and copies of any formal site recordation forms (CA DPR 523 series) and/or documentation for nomination to the National Register of Historic Places/California Register of Historical Resources.

<u>Mitigation Measure M-TC-1: Tribal Cultural Resources Archeological Resource Preservation Plan and/or Interpretive Program</u>

In the event of the discovery of an archeological resource of Native American origin, the Environmental Review Officer (ERO), the project sponsor, and the tribal representative shall consult to determine whether preservation in place would be feasible and effective. If it is determined that preservation-in-place of the TCR would be both feasible and effective, then the archeological consultant shall prepare an archeological resource preservation plan, which shall be implemented by the project sponsor during construction to ensure the permanent protection of the resource.

If the ERO, in consultation with the project sponsor and the tribal representative, determines that preservation in place of the TCR is not a sufficient or feasible option, then the project archeologist shall prepare an interpretive program of the TCR in consultation with affiliated Native American tribal representatives and the project sponsor. The plan shall identify proposed locations for displays or installations, the proposed content and materials of those displays or installations, the producers or artists of the displays or installations, and a long-term maintenance program. The interpretive program may include artist installations, preferably by local Native American artists, oral histories with local Native Americans, artifacts displays and interpretation, and educational

panels or other informational displays. Upon approval by the ERO and prior to project occupancy, the interpretive program shall be implemented by the project sponsor.

Mitigation Measure M-NO-2: Protection of Adjacent Buildings/Structures and Vibration Monitoring During Construction

Prior to issuance of any demolition or building permit, the property owner shall submit a project-specific Pre-construction Survey and Vibration Management and Monitoring Plan to the Planning Department (Lead Agency) for approval. The plan shall identify all feasible means to avoid damage to potentially affected buildings. The property owner shall ensure that the following requirements of the Vibration Management and Monitoring Plan are included in contract specifications.

Pre-construction Survey. Prior to the start of any ground-disturbing activity, the property owner or their designees shall engage a consultant to undertake a Pre-construction Survey of potentially affected buildings. If potentially affected buildings and/or structures are not potentially historic, a structural engineer or other professional with similar qualifications shall document and photograph the existing conditions of the potentially affected buildings and/or structures. The project sponsor shall submit the survey to the Lead Agency for review and approval prior to the start of vibration-generating construction activity.

If nearby affected buildings are potentially historic, the project sponsor shall engage a historic architect or qualified historic preservation professional and a structural engineer or other professional with similar qualifications to undertake a Pre-construction Survey of potentially affected historic buildings. The Pre-construction Survey shall include descriptions and photographs of both the exterior and interior of all identified historic buildings including all facades, roofs, and details of the character-defining features that could be damaged during construction, and shall document existing damage, such as cracks and loose or damaged features. The report shall also include pre-construction drawings that record the pre-construction condition of the buildings and identify cracks and other features to be monitored during construction. The historic architect or qualified historic preservation professional should be the lead author of the Pre-construction Survey if historic buildings and/or structures could be affected by the project. These reports shall be submitted to the Lead Agency for review and approval prior to the start of vibration-generating construction activity.

Vibration Management and Monitoring Plan. The property owner or their designee shall undertake a monitoring plan to avoid or reduce project-related construction vibration damage to adjacent buildings and/or structures and to ensure that any such damage is documented and repaired. The Vibration Management and Monitoring Plan shall apply to all potentially affected buildings and/or structures. Prior to issuance of any demolition or building permit, the project sponsor shall submit the Vibration Management and Monitoring Plan that lays out the monitoring program to the Lead Agency for approval. If historic buildings could be affected, the Vibration Management and Monitoring Plan shall also be submitted to the Lead Agency's preservation staff for review and approval, if applicable.

The Vibration Management and Monitoring Plan shall include, at a minimum, the following components, as applicable:

- *Maximum Vibration Level.* Based on the anticipated construction and condition of the affected buildings and/or structures on adjacent properties, a qualified acoustical/vibration consultant in coordination with a structural engineer (or professional with similar qualifications) and, in the case of potentially affected historic buildings/structures, a historic architect or qualified historic preservation professional, shall

establish a maximum vibration level that shall not be exceeded at each building/structure on adjacent properties, based on existing conditions, character-defining features, soil conditions, and anticipated construction practices (common standards are a peak particle velocity [PPV] of 0.25 inch per second for historic and some old buildings, a PPV of 0.3 inch per second for older residential structures, and a PPV of 0.5 inch per second for new residential structures and modern industrial/commercial buildings).

- *Vibration-generating Equipment.* The plan shall identify all vibration-generating equipment to be used during construction (including, but not limited to, site preparation, clearing, demolition, excavation, shoring, foundation installation, and building construction).
- *Alternative Construction Equipment and Techniques.* The plan shall identify potential alternative equipment and techniques that could be implemented if construction vibration levels are observed in excess of the established standard (e.g., pre-drilled piles could be substituted for driven piles, if feasible, based on soil conditions, or smaller, lighter equipment could be used in some cases).
- *Pile Driving Requirements.* For projects that require pile driving, the project sponsor shall incorporate into construction specifications for the project a requirement that the construction contractor(s) use all feasible means to avoid or reduce damage to potentially affected buildings. Such methods may include one or more of the following:
    - Incorporate "quiet" pile-driving technologies into project construction (such as predrilling piles, using sonic pile drivers, auger cast-in-place, or drilled-displacement), as feasible; and/or
    - Ensure appropriate excavation shoring methods to prevent the movement of adjacent structures
- *Buffer Distances.* The plan shall identify buffer distances to be maintained based on vibration levels and site constraints between the operation of vibration-generating construction equipment and the potentially affected building and/or structure to avoid damage to the extent possible.
- *Vibration Monitoring.* The plan shall lay out the method and equipment for vibration monitoring. To ensure that construction vibration levels do not exceed the established standard, the acoustical consultant shall monitor vibration levels at each affected building and/or structure on adjacent properties and prohibit vibratory construction activities that generate vibration levels in excess of the standard.
    - Should construction vibration levels be observed in excess of those established in the plan, the contractor(s) shall halt construction and put alternative construction techniques identified in the plan into practice, to the extent feasible.
    - The historic architect or qualified historic preservation professional (for effects on historic buildings and/or structures) and/or structural engineer (for effects on historic and non-historic buildings and/or structures) shall inspect each affected building and/or structure in the event the development project exceeds the established standards.
        - If vibration has damaged nearby buildings and/or structures that are not historic, the structural engineer shall immediately notify the Lead Agency and prepare a damage report documenting the features of the building and/or structure that has been damaged.
        - If vibration has damaged nearby buildings and/or structures that are historic, the historic preservation consultant shall immediately notify the Lead Agency and prepare a damage

report documenting the features of the building and/or structure that has been damaged.

- If no damage has occurred to nearby buildings and/or structures, then the historic preservation professional (if potentially affected buildings are historic) and/or structural engineer (for effects on historic and non-historic buildings) shall submit a monthly report to the Lead Agency for review. This report shall identify and summarize the vibration level exceedances and describe the actions taken to reduce vibration.

- Following incorporation of the alternative construction techniques and/or Lead Agency review of the damage report, vibration monitoring shall recommence to ensure that vibration levels at each affected building and/or structure on adjacent properties are not exceeded.

- *Periodic Inspections.* The plan shall lay out the intervals and parties responsible for periodic inspections. The historic architect or qualified historic preservation professional (for effects on historic buildings and/or structures) and/or structural engineer (for effects on historic and non-historic buildings and/or structures) shall conduct regular periodic inspections of each affected building and/or structure on adjacent properties during vibration-generating construction activity on the project site. The plan will specify how often inspections and reporting shall occur.
- *Repairing Damage.* The plan shall also identify provisions to be followed should damage to any building and/or structure occur due to construction-related vibration. The building(s) and/or structure(s) shall be remediated to their pre-construction condition at the conclusion of vibration-generating activity on the site. For historic resources, should damage occur to any building and/or structure, the building and/or structure shall be restored to its pre-construction condition in consultation with the historic architect or qualified historic preservation professional and Lead Agency.

Vibration Monitoring Results Report. After construction is complete, the Lead Agency shall receive a final report from the historic architect or qualified historic preservation professional (for effects on historic buildings and/or structures) and/or structural engineer (for effects on historic and non-historic buildings and/or structures). The report shall include, at minimum, collected monitoring records, building and/or structure condition summaries, descriptions of all instances of vibration level exceedance, identification of damage incurred due to vibration, and corrective actions taken to restore damaged buildings and structures. The Lead Agency shall review and approve all Vibration Monitoring Results Reports.

<u>Mitigation Measure M-AQ-2: Construction Air Quality</u>

The project sponsor or the project sponsor's Contractor shall comply with the following:

A. *Engine Requirements.*

1. All off-road equipment greater than 25 hp and operating for more than 20 total hours over the entire duration of construction activities shall have engines that meet or exceed either U.S. Environmental Protection Agency or California Air Resources Board (ARB) Tier 2 off-road emission standards, and have been retrofitted with an ARB Level 3 Verified Diesel Emissions Control Strategy (VDECS). Equipment with engines meeting Tier 4 Interim or Tier 4 Final off-road emission standards automatically meet this requirement.

2. Where access to alternative sources of power are available, portable diesel engines shall be prohibited.

3. Diesel engines, whether for off-road or on-road equipment, shall not be left idling for more than two minutes, at any location, except as provided in exceptions to the applicable state regulations regarding idling for off-road and on-road equipment (e.g., traffic conditions, safe operating conditions). The Contractor shall post legible and visible signs in English, Spanish, and Chinese, in designated queuing areas and at the construction site to remind operators of the two-minute idling limit.

4. The Contractor shall instruct construction workers and equipment operators on the maintenance and tuning of construction equipment and require that such workers and operators properly maintain and tune equipment in accordance with manufacturer specifications.

B. *Waivers.*

1. The Planning Department's Environmental Review Officer (ERO) or designee may waive the alternative source of power requirement of Subsection (A)(2) if an alternative source of power is limited or infeasible at the project site. If the ERO grants the waiver, the Contractor must submit documentation that the equipment used for onsite power generation meets the requirements of Subsection (A)(1).

2. The ERO may waive the equipment requirements of Subsection (A)(1) if: a particular piece of off-road equipment with an ARB Level 3 VDECS is technically not feasible; the equipment would not produce desired emissions reduction due to expected operating modes; installation of the equipment would create a safety hazard or impaired visibility for the operator; or, there is a compelling emergency need to use off-road equipment that is not retrofitted with an ARB Level 3 VDECS. If the ERO grants the waiver, the Contractor must use the next cleanest piece of off-road equipment, according to the table below.

Table – Off-Road Equipment Compliance Step-down Schedule

Compliance Alternative	Engine Emission Standard	Emissions Control
1	Tier 2	ARB Level 2 VDECS
2	Tier 2	ARB Level 1 VDECS
3	Tier 2	Alternative Fuel*

How to use the table: If the ERO determines that the equipment requirements cannot be met, then the project sponsor would need to meet Compliance Alternative 1. If the determines that the Contractor cannot supply off-road equipment meeting Compliance Alternative 1, then the Contractor must meet Compliance Alternative 2. If the ERO determines that the Contractor cannot supply off-road equipment meeting Compliance Alternative 2, then the Contractor must meet Compliance Alternative 3.

** Alternative fuels are not a VDECS.

C. *Construction Emissions Minimization Plan.* Before starting on-site construction activities, the Contractor shall submit a Construction Emissions Minimization Plan (Plan) to the ERO for review and approval. The Plan shall state, in reasonable detail, how the Contractor will meet the requirements of Section A.

   1. The Plan shall include estimates of the construction timeline by phase, with a description of each piece of off-road equipment required for every construction phase. The description may include, but is not limited to: equipment type, equipment manufacturer, equipment identification number, engine model year, engine certification (tier rating), horsepower, engine serial number, and expected fuel usage and hours of operation. For VDECS installed, the description may include: technology type, serial number, make, model, manufacturer, ARB verification number level, and installation date and hour meter reading on installation date. For off-road equipment using alternative fuels, the description shall also specify the type of alternative fuel being used.

   2. The project sponsor shall ensure that all applicable requirements of the Plan have been incorporated into the contract specifications. The Plan shall include a certification statement that the Contractor agrees to comply fully with the Plan.

   3. The Contractor shall make the Plan available to the public for review on-site during working hours. The Contractor shall post at the construction site a legible and visible sign summarizing the Plan. The sign shall also state that the public may ask to inspect the Plan for the project at any time during working hours and shall explain how to request to inspect the Plan. The Contractor shall post at least one copy of the sign in a visible location on each side of the construction site facing a public right-of-way.

D. *Monitoring.* After start of construction activities, the Contractor shall submit quarterly reports to the ERO documenting compliance with the Plan. After completion of construction activities and prior to receiving a final certificate of occupancy, the project sponsor shall submit to the ERO a final report summarizing construction activities, including the start and end dates and duration of each construction phase, and the specific information required in the Plan.

<u>Mitigation Measure M-GE-6a: Worker Environmental Awareness Training</u>

Prior to commencing construction, the project sponsor shall ensure that all workers are trained on the contents of the Paleontological Resources Alert Sheet, as provided by the Planning Department. The Paleontological Resources Alert Sheet shall be prominently displayed at the construction site during ground disturbing activities to provide pre-construction worker environmental awareness training regarding potential paleontological resources.

In addition, the project sponsor (through a designated representative) shall inform construction personnel of the immediate stop work procedures and contact information to be followed if bones or other potential fossils are unearthed at the project site, and the laws and regulations protecting paleontological resources. As new workers arrive at the project site for ground disturbing activities, they would be trained by the construction supervisor.

The project sponsor shall submit a letter confirming the timing of the worker training to the Planning Department. The letter shall confirm the project's location, the date of training, the location of the informational handout display, and the number of participants. The letter shall be transmitted to the Planning Department within five (5) business days of conducting the training.

Mitigation Measure M-GE-6b: Discovery of Unanticipated Paleontological Resources

In the event of the discovery of an unanticipated paleontological resource during construction, excavations within 25 feet of the find shall temporarily be halted until the discovery is examined by a qualified paleontologist (pursuant to Society of Vertebrate Paleontology standards (SVP 1995, 1996)). Work within the sensitive area shall resume only when deemed appropriate by the qualified paleontologist in consultation with the Planning Department.

The qualified paleontologist shall determine if: (1) the discovery is scientifically significant; (2) the necessity for involving other agencies and stakeholders; (3) the significance of the resource; and (4) methods for resource recovery. If a paleontological resource assessment results in a determination that the resource is not scientifically important, this conclusion shall be documented in a Paleontological Evaluation Letter to demonstrate compliance with applicable statutory requirements. The Paleontological Evaluation Letter shall be submitted to the Planning Department for review within 30 business days of the discovery.

If a paleontological resource is determined to be of scientific importance and there are no feasible avoidance measures, a Paleontological Mitigation Program (mitigation program) must be prepared by the qualified paleontologist engaged by the project sponsor. The mitigation program shall include measures to fully document and recover the resource. The mitigation program shall be approved by the Planning Department. Ground disturbing activities in the project area shall be monitored as determined by the qualified paleontologist for the duration of such activities in collaboration with the Planning Department, once work is resumed.

The mitigation program shall include: (1) procedures for construction monitoring at the project site; (2) fossil preparation and identification procedures; (3) curation into an appropriate repository; and (4) preparation of a Paleontological Resources Report (report or paleontology report) at the conclusion of ground disturbing activities. The paleontology report shall include dates of field work, results of monitoring, fossil identifications to the lowest possible taxonomic level, analysis of the fossil collection, a discussion of the scientific significance of the fossil collection, conclusions, locality forms, an itemized list of specimens, and a repository receipt from the curation facility. The project sponsor shall be responsible for the preparation and implementation of the mitigation program, in addition to any costs necessary to prepare and identify collected fossils and for any curation fees charged by the paleontological repository. The mitigation program shall be submitted to the Planning Department for review within 10 business days of the discovery. The paleontology report shall be submitted to the Planning Department for review within 30 business days from conclusion of ground disturbing activities or as negotiated following consultation with the Planning Department.

Improvement Measures

Improvement Measure I-CR-1a: Documentation

A. Historic American Building/Historic American Landscape Survey

Prior to the issuance of demolition or site permits, the project sponsor should undertake Historic American Building/Historic American Landscape Survey-like (HABS/HALS-like) level documentation of the subject property,

structures, objects, materials, and landscaping. The documentation should be funded by the project sponsor and undertaken by a qualified professional who meets the standards for history, architectural history, or architecture (as appropriate), as set forth by the Secretary of the Interior's Professional Qualification Standards (36 Code of Federal Regulation, Part 61) and will assist with the reuse and/or replication of character-defining features to be incorporated into the new construction and provide content to the interpretation program, both of which are part of the proposed project. The professional overseeing the documentation should meet with Planning Department staff for review and approval of a coordinated documentation plan before work on any one aspect may commence. The specific scope of the documentation should be reviewed and approved by the Planning Department. The documentation package created should consist of the items listed below.

Measured Drawings: A set of measured drawings that depict the existing size, scale, and dimension of the subject property. Planning Department preservation staff will accept the original architectural drawings or an as-built set of architectural drawings (plan, section, elevation, etc.) with modification to meet HABS guidelines as determined by Planning Department preservation staff. Planning Department preservation staff will assist the consultant in determining the appropriate level of measured drawings.

Historic American Buildings/Historic American Landscape Survey Level Photographs: Either Historic American Buildings/Historic American Landscape Survey (HABS/HALS) standard large-format or digital photography should be used. The scope of the digital photographs should be reviewed by Planning Department preservation staff for concurrence, and all digital photography should be conducted according to the latest National Park Service standards. The photography should be undertaken by a qualified professional with demonstrated experience in HABS/HALS photography. Photograph views for the data set should include contextual views; views of each side of the building and interior views, including any original interior features, where possible; oblique views of the building; and detail views of character-defining features, including landscape elements. All views should be referenced on a photographic key. This photographic key should be on a map of the property and should show the photograph number with an arrow to indicate the direction of the view. Historic photographs should also be collected, reproduced, and included in the data set.

The professional(s) should prepare the documentation and the Planning Department should monitor its preparation. The HABS/HALS documentation scope will determine the requested documentation type for each facility, and the project sponsor will conduct outreach to identify other interested repositories.

The professional(s) should submit the completed documentation for review and approval by Planning Department preservation staff before issuance of building permits. All documentation will be reviewed and approved by Planning Department preservation staff before any demolition or site permit is granted for the affected historical resource.

The final approved documentation should be provided in both printed and electronic form to the Planning Department and offered to repositories including, but not limited to, the San Francisco Public Library, the Northwest Information Center, San Francisco Architectural Heritage, the California Historical Society, and the GLBT Historical Society. The Planning Department will make electronic versions of the documentation available to the public at no charge.

B. Video Recordation

Prior to any demolition or substantial alteration of an individual historical resource or contributor to a historic district on the project site, the project sponsor should retain a qualified professional to undertake video documentation of the affected historical resource and its setting. This mitigation measure would supplement the traditional HABS/HALS documentation, and would enhance the collection of reference materials that would be available to the public and inform future research.

The documentation should be conducted by a professional videographer with experience recording architectural resources. The professional videographer should provide a storyboard of the proposed video recordation for review and approval by Planning Department preservation staff. The documentation should be narrated by a qualified professional who meets the standards for history, architectural history, or architecture (as appropriate), as set forth by the Secretary of the Interior's Professional Qualification Standards (36 Code of Federal Regulations, Part 61). The documentation should include as much information as possible—using visuals in combination with narration—about the materials, construction methods, current condition, historical use, and historic context of the historic resources.

The final video should be reviewed and approved by Planning Department preservation staff prior to issuance of a demolition permit or site permit or issuance of any building permits for the project.

Archival copies of the video documentation should be submitted to the Planning Department, and to repositories including: History Room at the San Francisco Public Library, Prelinger Archives, the California Historical Society, San Francisco Architectural Heritage, and the Northwest Information Center of the California Historical Information Resource System. This improvement measure would supplement the traditional HABS documentation, and would enhance the collection of reference materials that would be available to the public and inform future research.

<u>Improvement Measure I-CR-1b: Interpretation</u>

The project sponsor should facilitate the development of an interpretive program focused on the history of the project site as outlined in the project description. The interpretive program should be developed and implemented by a qualified professional with demonstrated experience in displaying information and graphics to the public in a visually interesting manner, such as a museum or exhibit curator. The project sponsor should utilize the oral histories and subsequent transcripts prepared as part of the Historic Resource Evaluation review process. As feasible, coordination with local artists or community members should occur. The primary goal of the program is to educate visitors and future residents about the property's historical themes, associations, and lost contributing features within broader historical, social, and physical landscape contexts. These themes would include but not be limited to the subject property's historic significance as a contributor to the identified-eligible Polk Gulch LGBTQ Historic District and should include the oral histories previous undertaken for this project.

This program should be initially outlined in a Historic Resources Public Interpretive Plan (HRPIP) subject to review and approval by Planning Department preservation staff. The HRPIP will lay out the various components of the interpretive program that should be developed in consultation with a qualified preservation professional. The HRPIP should describe the interpretive product(s), locations or distribution of interpretive materials or displays, the proposed content and materials, the producers or artists of the displays or installation, and a long-term maintenance program. The HRPIP should be approved by Planning Department staff prior to issuance of a site permit or demolition permit.

The interpretive program should include the installation of permanent on-site interpretive displays but may also include development of digital/virtual interpretive products. For physical interpretation, the plan should include the proposed format and accessible location of the interpretive content, as well as high-quality graphics and written narratives. The permanent display should include the history of 1525 Pine Street and the historical context of the Polk Gulch LGBTQ Historic District. The display should be placed in a prominent, public setting within, on, or in the exterior of the new building. The interpretive material(s) should be installed within the project site boundaries and made of durable all-weather materials. The interpretive material(s) should be of high quality and installed to allow for high public visibility. The interpretive plan should also explore contributing to digital platforms that are publicly accessible, such as the History Pin website or phone applications. Interpretive material could include elements such as virtual museums and content, such as oral history, brochures, and websites. All interpretive material should be publicly available.

The HRPIP should be approved by Planning Department preservation staff prior to issuance of the architectural addendum to the site permit. The detailed content, media and other characteristics of such interpretive program should be approved by Planning Department preservation staff prior to issuance of a Temporary Certificate of Occupancy.

Prior to finalizing the HRPIP, the sponsor and consultant should attempt to convene a community group consisting of local preservation organizations and other interested parties such as SF Heritage and the GLBT Historical Society to receive feedback on the interpretive plan.

The interpretive program should be developed in coordination with the archaeological program if archaeological interpretation is required.

The interpretive program should also coordinate with other interpretive programs currently proposed or installed in the vicinity or for similar resources in the city.

Improvement Measure I-CR-1c: Salvage Architectural Materials from the Site for Public Information and Reuse

As included in the project description, the project sponsor proposes to reuse many of the significant features associated with Grubstake in the proposed project. Prior to the removal of the character-defining features of the historic district contributor that are proposed to be incorporated into the proposed project, the project sponsor should provide Planning Department preservation staff with a salvage plan that outlines the details of how the features to be reused and incorporated into the proposed project would be removed, stored, reinstalled, and maintained. The salvage plan should be reviewed and approved by Planning Department preservation staff prior to issuance of the architectural addendum to the site permit.

Improvement Measure I-TR-1: Coordinated Construction Traffic Management Plan

The project sponsor should participate in the preparation and implementation of a coordinated construction traffic management plan that includes measures to reduce hazards between construction-related traffic and pedestrians, bicyclists, and transit vehicles. The coordinated construction traffic management plan should be prepared in coordination with other public and private projects within a one-block radius that may have overlapping construction schedules and should be subject to review and approval by the City's interdepartmental Transportation Advisory Staff Committee (TASC). The plan should include, but not necessarily be limited to, the following measures:

Restricted Construction Access Hours: Limit truck movements and deliveries requiring lane closures to occur between 9:00 a.m. and 4:00 p.m., outside of peak morning and evening weekday commute hours.

Alternative Transportation for Construction Workers: Provide incentives to construction workers to carpool, use transit, bike, and walk to the project site as alternatives to driving alone to and from the project site. Such incentives may include, but not be limited to, providing secure bicycle parking spaces, participating in the free-to-employee-and-employer ride matching program from www.511.org, participating in the emergency ride home program through the City of San Francisco (www.sferh.org), and providing transit information to construction workers.

Construction Worker Parking Plan: The location of construction worker parking will be identified as well as the person(s) responsible for monitoring the implementation of the proposed parking plan. The use of on-street parking to accommodate construction worker parking will be discouraged.

Coordination of Temporary Sidewalk Closures: The project sponsor should coordinate sidewalk closures with other projects requesting concurrent lane or sidewalk closures through the TASC and interdepartmental meetings to minimize the extent and duration of requested closures.

Maintenance of Transit, Vehicle, Bicycle, and Pedestrian Access: The project sponsor/construction contractor(s) should meet with Public Works, SFMTA, the Fire Department, Muni Operations, and other City agencies to coordinate feasible measures to include in the Coordinated Construction Management Plan to maintain access for transit, vehicles, bicycles, and pedestrians. This should include an assessment of the need for temporary transit stop relocations or other measures to reduce potential traffic, bicycle, and transit disruption and pedestrian circulation effects during construction of the project.

Proposed Project Construction Updates for Adjacent Businesses and Residents: Provide regularly updated information regarding project construction, including a construction contact person, construction activities, duration, peak construction activities (e.g., concrete pours), travel lane closures, and lane closures (bicycle and parking) to nearby residences and adjacent businesses through a website, social media, or other effective methods acceptable to the Environmental Review Officer.

G. Public Notice and Comment

On August 23, 2017, the Planning Department mailed a Notification of Project Receiving Environmental Review to owners of properties within 300 feet of the project site, adjacent occupants, and neighborhood groups. Overall, concerns and issues raised by the public in response to the notice were taken into consideration and incorporated in the environmental review as appropriate.

The Planning Department received comments expressing concerns about:

- noise during construction;
- noise from the existing bakery on the adjacent property at 1515-1517 Pine Street;
- loss of sunlight to the adjacent residence at 1515-1517 Pine Street;
- the project's architectural design and the loss of the unique architectural style of the existing restaurant on the project site;

Impacts related to the demolition of the existing architecturally unique restaurant on the project site are discussed in Section E.3, Cultural Resources. Impacts related to construction noise are discussed in Section E.6, Noise. The project sponsor has no control over the amount of noise generated by the existing bakery on the adjacent property at 1515-1517 Pine Street. Impacts related to shadow are discussed in Section E.10, Shadow.

H. Determination

On the basis of this Initial Study:

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

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

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

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

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

Lisa Gibson

Lisa Gibson
Environmental Review Officer
for
Rich Hillis
Director of Planning

DATE 1/27/2021

I. Initial Study Preparers

Planning Department, City and County of San Francisco
Environmental Planning Division
49 South Van Ness Avenue, Suite 1400
San Francisco, CA 94103

Environmental Review Officer: Lisa Gibson
Principal Environmental Planner: Joy Navarrete
Senior Environmental Planner: Michael Li

ATTACHMENT A
Project Plans
(April 20, 2021)

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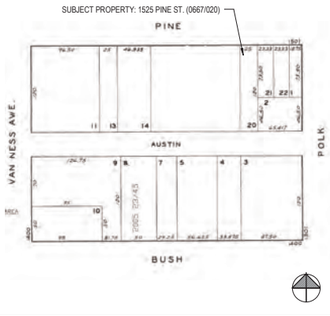
1525 PINE

CONSTRUCTION OF MULTI-FAMILY HOUSING OVER RESTAURANT AND BASEMENT IMPLEMENTING THE INDIVIDUALLY REQUESTED STATE DENSITY BONUS

PREVAILING CODES & REGULATIONS

2016 CALIFORNIA BUILDING CODE WITH SAN FRANCISCO AMENDMENTS
2016 CALIFORNIA ELECTRICAL CODE WITH SAN FRANCISCO AMENDMENTS
2016 CALIFORNIA MECHANICAL CODE WITH SAN FRANCISCO AMENDMENTS
2016 CALIFORNIA PLUMBING CODE WITH SAN FRANCISCO AMENDMENTS
2016 GREEN BUILDING CODE WITH SAN FRANCISCO AMENDMENTS
2016 CALIFORNIA ENERGY CODE
2016 CALIFORNIA FIRE CODE WITH SAN FRANCISCO AMENDMENTS

ASSESSOR'S MAP



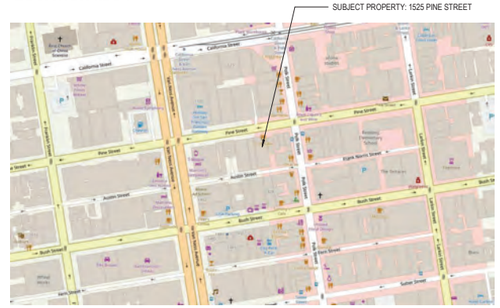
GENERAL LEGEND

- BUILDING / WALL SECTION
- EXTERIOR ELEVATION
- COLUMN LINE
- ELEVATION MARKER
- CENTER LINE
- PROPERTY LINE
- WALL TYPE PARTITION
- KEYNOTE
- SHEET NOTE
- DOOR TAG

PARTITION TYPES

- (E) PARTITION TO REMAIN
- (E) PARTITION TO BE REMOVED
- (N) PARTITION (SEE SHEET A7.00)

LOCATION MAP:



BUILDING DATA:

OWNER: 1525 PINE STREET DEV LLC

PROJECT ADDRESS: 1525 PINE STREET
SAN FRANCISCO, CA 94109

BLOCK / PARCEL: BLOCK 0667 / LOT 020

LOT AREA: 3,000 SF (25' X 120')

SFDBI BPA #: 2018-0208-0768

SF PLANNING PERMIT #: 2015-009955 PRJ/PPA/SHD/VAR

ZONING DISTRICT: POLK ST NEIGHBORHOOD COMMERCIAL DISTRICT 65-A

OCCUPANCY GROUP: R-2 OVER M

CONSTRUCTION TYPE: 5 STORIES TYPE IV HEAVY TIMBER/CLT OVER 3 STORIES TYPE I-A CONCRETE
OR
5 STORIES TYPE III-A FIRE-TREATED WOOD FRAME OVER 3 STORIES TYPE I-A CONCRETE
OR
8 STORIES TYPE I-A CONCRETE

ARCHITECT: KERMAN MORRIS ARCHITECTS
139 NOE STREET
SAN FRANCISCO, CA 94114
T: (415) 749-0302

STRUCTURAL ENGINEER: DCI ENGINEERING
135 MAIN STREET, STE 1800
SAN FRANCISCO, CA 94105

MECHANICAL ENGINEER: TBD

CIVIL: TRIAD / HOLMES ASSOCIATES
777 WOODSIDE RD, STE 2A
REDWOOD CITY, CA 94061

ADDITIONAL REQUIREMENTS

- **SPRINKLER SYSTEM REQUIREMENTS CBC CH. 9**
  SEC 903.3.1.1 NFPA 14 SPRINKLER SYSTEMS: PROJECT SHALL BE FULLY SPRINKLERED PER THIS SECTION
- **EGRESS REQUIREMENTS PER CBC CH. 10**
- **ACCESSIBILITY REQUIREMENTS PER CBC CH. 11A**
  SEC 1134A.2 BATHING AND TOILET FACILITIES: OPTION 2 TO BE USED FOR ALL RESIDENCES IN BUILDING
- **ACCESSIBILITY REQUIREMENTS PER CBC CH. 11B**
  ALL COMMERCIAL AND COMMON RESIDENTIAL SPACES SHALL COMPLY WITH THIS SECTION
- **BIOLOGICAL RESOURCES**
  THERE ARE 0 TREES ON, OVER, OR ADJACENT TO THE SITE, INCLUDING ANY SIGNIFICANT LAND MARK OR STREET TREES.

DESCRIPTION OF WORK

THE PROJECT CONSISTS OF THE DEMOLITION OF THE EXISTING SINGLE STORY COMMERCIAL STRUCTURE (CURRENTLY HOUSING THE 'GRUBSTAKE DINER') ON THE LOT UNDER SEPARATE PERMIT (BPA #2018-0208-0778) AND THE CONSTRUCTION OF A NEW MIXED-USE EIGHT (8) STORY OVER BASEMENT STRUCTURE (BPA #2018-0208-0768) CONSISTING OF: GROUND FLOOR COMMERCIAL (THE 'GRUBSTAKE DINER' WILL RE-INHABIT THIS NEW SPACE) AND THE RESIDENTIAL ENTRY; SEVEN (7) STORIES OF RESIDENTIAL OCCUPANCY (21 DWELLING UNITS); ROOF TOP COMMON OPEN SPACE; AND BASEMENT LEVEL SPACES AUXILIARY TO THE COMMERCIAL AND RESIDENTIAL USES.

THE PROJECT EXERCISES THE INDIVIDUALLY REQUESTED STATE DENSITY BONUS PROGRAM (S. 206.6) TO ACHIEVE GREATER DENSITY, HEIGHT AND AFFORDABILITY THAN ALLOWED UNDER THE BASE ZONING. CONDITIONAL USE APPROVAL, AND REVIEW/APPROVAL OF FINDINGS REGARDING WAIVERS AND INCENTIVES UNDER THE STATE DENSITY BONUS PROGRAM ARE REQUIRED BY THE SF PLANNING COMMISSION.

ALL WORK TO COMILY WITH CURRENT LOCAL AND STATE CODES INCLUDING BUT NOT LIMITED TO: THE 2016 EDITION OF THE CALIFORNIA BUILDING CODE, THE CALIFORNIA PLUMBING CODE, THE CALIFORNIA MECHANICAL CODE, THE CALIFORNIA ELECTRICAL CODE AND THE CALIFORNIA FIRE CODE; THE CURRENT EDITION OF THE SAN FRANCISCO BUILDING AND PLANNING CODES; TITLE-24 ENERGY STANDARDS; GYPSUM FIRE RESISTANCE DESIGN MANUAL (20TH EDITION); ETC...

DISCRETIONARY APPROVALS BY SF PLANNING

DISCRETIONARY APPROVALS BY SF PLANNING (2015-009955-SDB): CONDITIONAL USE APPROVAL IS ALSO SOUGHT FOR THE PROJECT

This Individually Requested State Density Bonus Mixed-use Project is proposed in the Polk Street NCD/65-A underlying zoning district.

SDB waivers/concessions being requested are to the following:

- Height and Bulk (s. 260)
- Open Space (T. 135A)
- Rear Yard (s. 134)
- Dwelling Unit Exposure (s. 140)
- Street Frontage (s. 145.1)
- Narrow Street Setbacks (s. 261)
- Projections (s. 136)

PLANNING COMMISSION

04/20/2021
PLANNING PERMIT#: 2015-009955
SFDBI BPA#: 2018-0208-0768
(EXISTING BUILDING TO BE DEMOLISHED UNDER SEPARATE PERMIT BPA# 2018-0208-0778)

kerman morris architects LLP
139 Noe Street
San Francisco, CA
94114
415 749 0302

Revisions

LICENSED ARCHITECT
EDWARD DAVID KERMAN
C-24585
REG. 3-31-23
STATE OF CALIFORNIA

1525 PINE
1525 PINE STREET
SAN FRANCISCO, CA 94109

BLOCK 0667 / LOT 020
SFDBI BPA: 2018-0208-0768
PRJ #: 2015-009955

CONSTRUCTION OF MULTI-FAMILY HOUSING OVER RESTAURANT AND BASEMENT IMPLEMENTING THE INDIVIDUALLY REQUESTED STATE DENSITY BONUS

1525 PINE STREET DEV LLC

COVER SHEET

DATE	04/20/2021
SCALE	1/8" = 1'-0"
DRAWN BY	Author
CHECKED BY	Checker
JOB NO.	1914

G0.01

2018-0208-0768
DBI PERMIT APPLICATION NUMBER

ABBREVIATIONS

&	AND
@	AT
°	DEGREES
Ø	DIAMETER OR ROUND
(E)	EXISTING
(N)	NEW
'	FOOT / FEET
"	INCH / INCHES
%	PERCENT
±	PLUS / MINUS
#	POUND OR NUMBER
AB	ANCHOR BOLT
ADD'L	ADDITIONAL
ADJ	ADJACENT
AFF	ABOVE FINISH FLOOR
ALT	ALTERNATE
ALUM	ALUMINUM
APPROX.	APPROXIMATE
ARCH	ARCHITECTURAL
B.O.	BOTTOM OF
BD	BOARD
BLDG	BUILDING
CAB	CABINET
CBC	CALIFORNIA BUILDING CODE
CEC	CALIFORNIA ENERGY CODE
CEM	CEMENT
CER	CERAMIC
CF	CUBIC FEET
CFC	CALIFORNIA FIRE CODE
CFCI	CONTRACTOR FURNISHED, CONTRACTOR INSTALLED
CFOI	CONTRACTOR FURNISHED, OWNER INSTALLED
CJ	CONTROL JOINT
CL	CENTER LINE
CLG	CEILING
CLR	CLEAR
CMU	CONCRETE MASONRY UNIT
COL	COLUMN
CONC	CONCRETE
CONST	CONSTRUCTION
CONT	CONTINUOUS
CPC	CALIFORNIA PLUMBING CODE
CPT	CARPET
CTR	CENTER
d	PENNY
DBL	DOUBLE
DEPT	DEPARTMENT
DF	DOUGLAS FIR
DH	DOUBLE HUNG
DIA	DIAMETER
DIM	DIMENSION
DN	DOWN
DP	DRAIN PIPE
DR	DOOR
DS	DOWNSPOUT
DTL	DETAIL
DWG	DRAWING
E	EAST
EA	EACH
EERO	EMERGENCY ESCAPE AND RESCUE OPENING(S)
EL	ELEVATION
ELEC	ELECTRICAL
ELEV	ELEVATOR / ELEVATION
EQ	EQUAL
EQUIP	EQUIPMENT
EXT	EXTERIOR
FA	FIRE ALARM
FC	FOOT-CANDLE
FD	FLOOR DRAIN
FDC	FIRE DEPARTMENT CONNECTION
FDN	FOUNDATION
FE	FIRE EXTINGUISHER
FEC	FIRE EXTINGUISHER W/ CABINET
FF	FINISH FLOOR
FIN	FINISH
FLR	FLOOR / FLOORING
FLUOR	FLUORESCENT
FO	FACE OF
FOC	FACE OF CONCRETE / CURB
FOF	FACE OF FINISH
FOS	FACE OF STUD
FT	FOOT OR FEET
FTG	FOOTING
FTS	FABRIC COVERED TACK SURFACE
FURG	FURRING
GA	GAUGE
GALV	GALVANIZED
GC	GENERAL CONTRACTOR
GEN	GENERAL
GFIC	GROUND FAULT INTERRUPT CIRCUIT
GND	GROUND
GWB	GYPSUM WALL BOARD
GYP	GYPSUM
HB	HOSE BIB
HD	HEAVY DUTY
HM	HOLLOW METAL
HORZ	HORIZONTAL
HR	HOUR
HSS	HOLLOW STEEL SECTION
HT	HEIGHT
HVAC	HEATING, VENTILATING, AND AIR CONDITIONING
HWH	HOT WATER HEATER
IN	INCH OR INCHES
INS	INSULATE / INSULATION / INSULATING
INT	INTERIOR
J BOX	JUNCTION BOX
JT	JOINT
L	ANGLE / LONG / LENGTH
LAV	LAVATORY
LBS	POUND / POUNDS
LF	LINEAR FEET
LVL	LEVEL
LWC	LIGHT WEIGHT CONCRETE
MAX	MAXIMUM
MECH	MECHANICAL
MFR	MANUFACTURER
MH	MANHOLE
MIN	MINIMUM
MISC	MISCELLANEOUS
MTD	MOUNTED
MTG	MOUNTING
MTL	METAL
N	NORTH
N/A	NOT APPLICABLE
NIC	NOT IN CONTRACT
NO	NUMBER
NRC	NOISE REDUCTION COEFFICIENT
NTS	NOT TO SCALE
OC	ON CENTER
OFCI	OWNER FURNISHED, CONTRACTOR INSTALLED
OFOI	OWNER FURNISHED, OWNER INSTALLED
OH	OPPOSITE HAND
OPNG	OPENING
PL	PROPERTY LINE
PLAM	PLASTIC LAMINATE
PLUMB	PLUMBING
PLY/PLY WD	PLYWOOD
POC	POINT OF CONNECTION
PSF	POUNDS PER SQUARE FOOT
PSI	POUNDS PER SQUARE INCH
PTDF	PRESSURE TREATED DOUGLAS FIR
PTN	PARTITION
PV	PHOTOVOLTAIC
R	RADIUS (IN DIMENSION) / RISER
RAD	RADIUS
RCP	REFLECTED CEILING PLAN
RD	ROOF DRAIN
REF	REFERENCE
REFR	REFRIGERATOR
REG	REGISTER
REINF	REINFORCED
REQ	REQUIRED
RM	ROOM
RO	ROUGH OPENING
RWD	REDWOOD
RWL	RAIN WATER LEADER
S	SOUTH
SCD	SEE CIVIL DRAWINGS
SCHED	SCHEDULE / SCHEDULING
SD	STORM DRAIN
SECT	SECTION
SED	SEE ELECTRICAL DRAWINGS
SF	SQUARE FEET
SFD	SEE FIRE PROTECTION DRAWINGS
SHT	SHEET
SIM	SIMILAR
SLD	SEE LANDSCAPE DRAWINGS
SMD	SEE MECHANICAL DRAWINGS
SOG	SLAB ON GRADE
SPD	SEE PLUMBING DRAWINGS
SPEC	SPECIFICATIONS
SQ	SQUARE
SS/SST	STAINLESS STEEL
SSD	SEE STRUCTURAL DRAWINGS
STC	SOUND TRANSMISSION CLASS
STD	STANDARD
STL	STEEL
STRL	STRUCTURAL
SUSP	SUSPENDED
SYM	SYMETRICAL
SYST	SYSTEM
T&B	TOP AND BOTTOM
T&G	TONGUE AND GROOVE
T.O.	TOP OF
T/TRD	TREAD
TB	TOWEL BAR
TEMP	TEMPORARY
THK	THICK
TOB	TOP OF BEAM
TOC	TOP OF CONCRETE
TOS	TOP OF SLAB
TP	TOILET PAPER
TYP	TYPICAL
UON	UNLESS OTHERWISE NOTED
V	VOLTAGE / VOLT
VERT	VERTICAL
VIF	VERIFY IN FIELD
VPFAM	VAPOR PERMEABLE FLUID APPLIED MEMBRANE
W	WEST / WIDTH / WIDE
W/	WITH
W/O	WITHOUT
WC	WATER CLOSET
WD	WOOD
WDW	WINDOW
WH	WATER HEATER
WP	WATERPROOF(ING)
WPT	WORKING POINT
WRB	WEATHER RESISTIVE BARRIER
WT	WEIGHT
x	BY

GENERAL NOTES

A. GENERAL NOTES:

1. THE CONTRACTOR SHALL PROVIDE COMPLETE PROJECT SYSTEMS AND COMPONENTS AND COMPLY WITH ALL REQUIREMENTS INDICATED ON THE PROJECT DOCUMENTS.

2. WORK WITHIN THE AREA BOUNDARIES INDICATED IN THE PROJECT DOCUMENTS AND COMPLY WITH ALL APPLICABLE BUILDING CODE, REGULATION, & ORDINANCE REQUIREMENTS. OCCUPANTS ADJACENT TO THE PROJECT AREA BOUNDARIES SHALL CONTINUE UNINTERRUPTED OCCUPANCY DURING CONSTRUCTION OF THE PROJECT.

3. VERIFY FIELD CONDITIONS AND COORDINATION WITH THE PROJECT DOCUMENTS PRIOR TO PROCEEDING WITH THE WORK.

4. COORDINATE THE WORK WITH ALL REQUIREMENTS INDICATED IN THE PROJECT DOCUMENTS.

5. PERFORM THE WORK AT THE PROJECT SITE DURING NORMAL BUSINESS HOURS, UNLESS OTHERWISE NOTED.

6. COORDINATE THE WORK WITH EQUIPMENT, FURNISHINGS AND SYSTEMS PROVIDED BY THE OWNER.

B. DEFINITIONS:

1. "TYPICAL" OR "TYP" INDICATES IDENTICAL COMPLETE SYSTEM SHALL BE PROVIDED FOR EACH OCCURRENCE OF THE CONDITION NOTED.
2. "SIMILAR" INDICATES COMPLETE SYSTEM AND COMPONENTS SHALL BE PROVIDED COMPARABLE TO THE CHARACTERISTICS FOR THE CONDITION NOTED.
3. "AS REQUIRED" INDICATES COMPONENTS REQUIRED TO COMPLETE THE NOTED, SYSTEM AS INDICATED IN THE PROJECT DOCUMENTS, SHALL BE PROVIDED.
4. "ALIGN" INDICATES ACCURATELY PROVIDE FINISH FACES OF MATERIALS IN STRAIGHT, TRUE AND PLUMB RELATION TO ADJACENT MATERIALS.

C. DIMENSIONS:

1. DIMENSIONS ARE INDICATED TO THE CENTERLINE OF THE STRUCTURAL GRID, FACE OF CONCRETE WALL, NOMINAL FACE OF CMU WALL, FACE OF PARTITION AS SCHEDULED, UNLESS OTHERWISE NOTED.

2. ALIGNMENT OF PARTITIONS AND FINISHES AS SCHEDULED SHALL BE STRAIGHT, TRUE & PLUMB. THE PRIORITY FOR PROJECT DIMENSIONS SHALL BE IN THE FOLLOWING ORDER:

   A. STRUCTURAL DRAWINGS
   B. LARGE SCALE DETAILS
   C. SMALL SCALE DETAILS
   D. ENLARGED VIEWS
   E. FLOOR PLANS AND ELEVATIONS

3. MINIMUM DIMENSIONS FOR ACCESSIBILITY CLEARANCES AND BUILDING CODE REQUIREMENTS SHALL BE MAINTAINED.

4. FLOOR ELEVATIONS ARE INDICATED TO THE FACE OF THE STRUCTURAL SLAB, UNLESS OTHERWISE NOTED.

5. VERTICAL DIMENSIONS ARE INDICATED FROM THE FLOOR ELEVATION TO FACE OF FINISHED MATERIAL, UNLESS NOTED ABOVE FINISH FLOOR "AFF".

6. CEILING HEIGHTS ARE INDICATED FROM THE FLOOR ELEVATION TO THE FACE OF SUSPENDED ACOUSTIC PANEL CEILING GRID OR FACE OF FINISH MATERIAL FOR OTHER CEILING TYPES, UON.

7. DIMENSIONS SHOWN ON THE DRAWINGS SHALL INDICATE THE REQUIRED SIZE, CLEARANCE AND DIMENSIONAL RELATIONSHIP BETWEEN PROJECT SYSTEMS AND COMPONENTS. DIMENSIONS SHALL NOT BE DETERMINED BY SCALING THE DRAWINGS.

D. DRAWING SET ORGANIZATION:

1. EACH DRAWING SET SHEET IS IDENTIFIED BY THE SHEET NUMBER IN THE LOWER RIGHT HAND CORNER OF THE DRAWING TITLE BLOCK. THE SHEET TITLE PROVIDES A GENERAL DESCRIPTION OF THE CONTENTS OF THE SHEET.
   SHEET NUMBER EXAMPLE: A201
   "A" INDICATES THE DISCIPLINE THAT CREATED THE DRAWING
   "2" INDICATES THE DRAWING CATEGORY CONTAINED ON THE SHEET
   "01" INDICATES THE SHEET NUMBER

2. SHEET NUMBERS MAY INCLUDE SUPPLEMENTAL CHARACTERS TO PROVIDE ADDITIONAL INFORMATION, SUCH AS DRAWING CONTENT, PROJECT SECTOR OR PHASE. REFER TO THE DRAWING INDEX FOR A COMPLETE LIST OF SHEETS INCLUDED IN THE DOCUMENT SET.
   EXAMPLE: EL201A
   "EL" INDICATES THE DISCIPLINE THAT CREATED THE DRAWING AND THE DRAWING CONTENT = ELECTRICAL LIGHTING
   "A" INDICATES SECTOR "A" OF PLAN SHEET "201". REFER TO THE PROJECT KEY PLAN OR COMPOSITE PLAN INDICATING THE RELATIONSHIP OF THE SECTORS.

3. DRAWING SET INDEX INDICATES THE COMPLETE LIST OF SHEETS CONTAINED IN THE DRAWING SET, INDEXED BY DISCIPLINE, SHEET NUMBER AND SHEET TITLE, IN SEQUENTIAL ORDER. NOTE THAT ALL SEQUENTIAL SHEET NUMBERS MAY BE NOT USED IN THE DRAWING SET.

4. DISCIPLINE IDENTIFICATION, IN ORDER BOUND IN THE DRAWING SET. REFER TO THE DRAWING SET INDEX FOR DISCIPLINE CONTAINED IN THIS DRAWING SET:

G	GENERAL INFORMATION	Q	EQUIPMENT
C	CIVIL	F	FIRE PROTECTION
L	LANDSCAPE	P	PLUMBING
S	STRUCTURAL	M	MECHANICAL
A	ARCHITECTURAL	E	ELECTRICAL
I	INTERIORS	T	TELECOMMUNICATIONS

5. DRAWING CATEGORY IDENTIFICATION. REFER TO THE DRAWING SET INDEX FOR DISCIPLINES, CATEGORIES AND SHEET NUMBERS CONTAINED IN THIS DRAWING SET:

SHEET INDEX

km
kerman morris architects LLP
139 Noe Street
San Francisco, CA 94114
415 749 0302

Revisions

LICENSED ARCHITECT
EDWARD DAVID KERMAN
C-24585
RENEWAL 3-31-23
STATE OF CALIFORNIA

1525 PINE

1525 PINE STREET
SAN FRANCISCO, CA 94109

BLOCK 0667 / LOT 020
SFDBI BPA: 2018-0208-0768
PRJ #: 2015-009955

CONSTRUCTION OF MULTI-FAMILY HOUSING OVER RESTAURANT AND BASEMENT IMPLEMENTING THE INDIVIDUALLY REQUESTED STATE DENSITY BONUS

1525 PINE STREET DEV LLC

SHEET LIST, ABBREVIATIONS & GENERAL NOTES

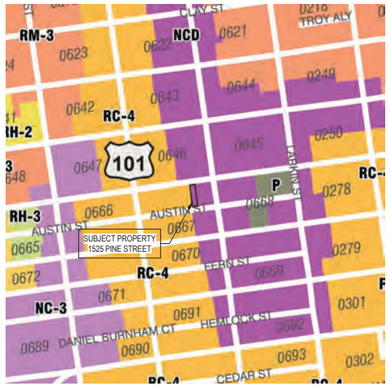
DATE	04/20/2021
SCALE	1" = 1'-0"
DRAWN BY	DRN
CHECKED BY	CHK
JOB NO.	1914

G0.02

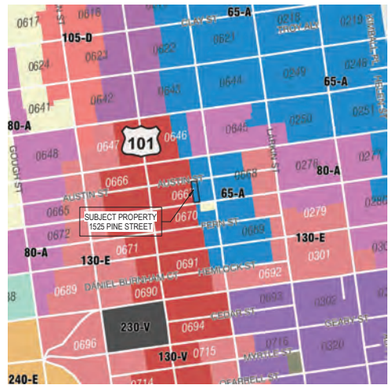
2018-0208-0768

DBI PERMIT APPLICATION NUMBER:

ZONING



HEIGHT



GROSS AREA BY FLOOR PER PLANNING CODE - PROPOSED

PER SF PLANNING CODE DEFINITION OF "FLOOR AREA, GROSS" IN SEC. 102

NAME	AREA TYPE PER CODE	TOTAL AREA	AREA INCLUDE IN GROSS	COMMENTS
BASEMENT -1				
BIKE PARKING	ACCESSORY BICYCLE PARKING (EXEMPT)	620 SF	0 SF	Excluded per SF Planning Code 102 "Floor Area, Gross" (b)(8)
CIRCULATION	CIRCULATION	774 SF	774 SF	
RESTAURANT (BACK OF HOUSE)	BUSINESS	1233 SF	1233 SF	
STORAGE	RESIDENTIAL	112 SF	112 SF	
UTILITY	ACCESSORY BUILDING OPERATIONS & MAINTENANCE (EXEMPT)	162 SF	0 SF	Excluded per SF Planning Code 102 "Floor Area, Gross" (b)(1)
		2900 SF	2119 SF	
LEVEL 01 (AUSTIN)				
CIRCULATION	CIRCULATION	1082 SF	1082 SF	
TRASH ROOM	ACCESSORY BUILDING OPERATIONS & MAINTENANCE (EXEMPT)	223 SF	0 SF	Excluded per SF Planning Code 102 "Floor Area, Gross" (b)(1)
		1304 SF	1082 SF	
LEVEL 01 (PINE)				
CIRCULATION	CIRCULATION	254 SF	254 SF	
RESTAURANT (BACK OF HOUSE)	BUSINESS	535 SF	535 SF	
RESTAURANT (FRONT OF HOUSE)	ASSEMBLY	727 SF	727 SF	
		1516 SF	1516 SF	
LEVEL 02				
CIRCULATION	CIRCULATION	506 SF	506 SF	
DWELLING UNIT	RESIDENTIAL	1492 SF	1492 SF	
PRIVATE OPEN SPACE	RESIDENTIAL	107 SF	0 SF	
RESTAURANT (FRONT OF HOUSE)	BUSINESS	361 SF	361 SF	
		2465 SF	2359 SF	
LEVEL 03				
CIRCULATION	CIRCULATION	641 SF	641 SF	
DWELLING UNIT	RESIDENTIAL	1975 SF	1975 SF	
		2616 SF	2616 SF	
LEVEL 04				
CIRCULATION	CIRCULATION	641 SF	641 SF	
DWELLING UNIT	RESIDENTIAL	1980 SF	1980 SF	
		2621 SF	2621 SF	
LEVEL 05				
CIRCULATION	CIRCULATION	641 SF	641 SF	
DWELLING UNIT	RESIDENTIAL	1977 SF	1977 SF	
		2618 SF	2618 SF	
LEVEL 06				
CIRCULATION	CIRCULATION	621 SF	621 SF	
DWELLING UNIT	RESIDENTIAL	2001 SF	2001 SF	
		2622 SF	2622 SF	
LEVEL 07				
CIRCULATION	CIRCULATION	591 SF	591 SF	
DWELLING UNIT	RESIDENTIAL	2027 SF	2027 SF	
		2618 SF	2618 SF	
LEVEL 08				
CIRCULATION	CIRCULATION	597 SF	597 SF	
DWELLING UNIT	RESIDENTIAL	2025 SF	2025 SF	
		2622 SF	2622 SF	
ROOF				
STAIR/ELEV PENTHOUSE	CIRCULATION FOR ACCESSORY ROOF DECK & MECHANICAL (EXEMPT)	448 SF	0 SF	Excluded per SF Planning Code 102 "Floor Area, Gross" (b)(10)
		448 SF	0 SF	
		24351 SF	22792 SF	

GROSS AREA BY FLOOR PER PLANNING CODE - EXISTING

Name	AREA TYPE PER CODE	Area	Area Included in Gross	Comments
(E) RESTAURANT (BACK OF HOUSE)	BUSINESS	481 SF	481 SF	
(E) RESTAURANT (FRONT OF HOUSE)	ASSEMBLY	702 SF	702 SF	
(E) DECK	BUSINESS	88 SF	0 SF	
(E) STORAGE	BUSINESS	199 SF	199 SF	
(E) CIRCULATION	CIRCULATION	146 SF	146 SF	
(E) STORAGE	BUSINESS	105 SF	105 SF	
(E) CIRCULATION	CIRCULATION	29 SF	29 SF	
		1750 SF	1661 SF	

NOTE: UNDER SEPARATE PERMIT, EXISTING BUILDING TO BE DEMOLISHED IN ITS ENTIRETY. SEE BUILDING PERMIT #2018-0208778.

NOTE: FOR CORRESPONDING GROSS AREA FLOOR PLAN DIAGRAMS SEE SHEETS G2.20, G2.21

COMMERCIAL SQ FOOTAGE INCREASE

EXISTING GROSS AREA OF RESTAURANT SUBTRACTED FROM PROPOSED GROSS AREA OF RESTAURANT:
2,856 - 1661 = 1195 SF INCREASE

ZONING INFORMATION AND SDB WAIVER REQUESTS

ADDRESS : 1525 PINE STREET, SAN FRANCISCO, 94109	ORIGINAL FILING :
BLOCK / LOT : 0667 / 020	HISTORIC STANDING : "B" – Unknown / Age Eligible
LOT SIZE: 25'X120' = 3,000 SF	PLANNING DISTRICT: DISTRICT 3 NORTHEAST

Topic	Code Section	Required / Allowed	Proposed
ZONE/MAP	MAP ZN02	NCD - POLK STREET COMMERCIAL	COMMERCIAL AND RESIDENTIAL MIXED USE
PERMITTED USE	SFPC 209	MIXED USE	COMMERCIAL AND RESIDENTIAL MIXED USE
DENSITY	SFPC 207	PERMITTED UP TO 1 DWELLING UNIT PER 200 SF OF LOT AREA: 3,000 SF / 200 = 15 DWELLING UNITS PER NEAREST RESIDENTIAL DISTRICT - RC-4 DENSITY OF 1 DWELLING UNIT PER 200 SF LOT AREA.	PROJECT PROPOSES 21 DWELLING UNITS FOR OWNERSHIP USING THE INDIVIDUALLY REQUESTED STATE DENSITY BONUS, AND SFPC SEC. 206.6
F.A.R	SFPC 124	2.5 TO 1 FOR NON-RESIDENTIAL USES	2.5 X 3,000 SF= 7,500 SF MAX. NON-RESIDENTIAL USES, PROJECT COMPLIES.
HEIGHT	SFPC 260	65-A (65' MAXIMUM HEIGHT)	83' PROPOSED,WAIVER REQUIRED PER STATE DENSITY BONUS; SEE SHEET G1.50 FOR DIAGRAM
BULK LIMIT	SFPC TABLE 270	110' MAXIMUM IN LENGTH, 125' MAXIMUM IN DIAGONAL DIMENSION	WAIVER REQUIRED PER SDB; SEE SHEET G1.50 FOR DIAGRAM
FRONT YARD SETBACK	SFPC 132	NOT REQUIRED	N/A
REAR YARD SETBACK	SFPC 134(a)(2)	25% OF THE LOT DEPTH, BUT IN NO CASE LESS THAN 15'	WAIVER REQUIRED PER SDB (NO REAR YARD PROPOSED); SEE SHEET G1.50 FOR DIAGRAM
OPEN SPACE FOR DWELLING UNITS	SFPC TABLE 135(a)	36 sqft OF PRIVATE OR 48 sqft OF COMMON OPEN SPACE PER DWELLING UNIT IS REQUIRED. 21 UNITS X 48 sqft = 1008 SF MIN. COMMON OPEN SPACE REQUIRED.	749 SF COMMON OPEN SPACE PROPOSED; WAIVER REQUIRED PER SDB; SEE SHEET G1.50 FOR DIAGRAM
OBSTRUCTIONS	SFPC 136	PERMITTED. OVER NARROW STREET WITH NARROW SIDEWALK PROJECTIONS,2' MAX PROJECTION ALLOWABLE.	AT PINE STREET FACADE PROJECT PROPOSES BAYS COMPLIANT WITH SEC.136. AT AUSTIN ST WAIVER REQUIRED PER SDB; SEE SHEET G1.50 FOR DIAGRAM
DWELLING UNIT EXPOSURE	SFPC 140	EVERY UNIT TO FACEONTO PUBLIC WAY OR COMPLYING REAR YARD	UNIT 202 DOES NOT COMPLY; WAIVER REQUIRED PER SDB; SEE SHEET G1.50 FOR DIAGRAM
HEIGHT / STREET FRONTAGE REVIEW	SFPC 145.1(c)(1)	OFF-STREET PARKING AT STREET GRADE MUST BE SET BACK AT LEAST 25'	N/A. NO PARKING PROPOSED
	SFPC 145.1(c)(2)	NO MORE THAN 1/3 OF THE WIDTH OR 20' GIVEN TO PARKING INGRESS OR EGRESS	N/A
	SFPC 145.1(c)(3)	ACTIVE USES REQUIRED	PROJECT COMPLIES
	SFPC 145.1(c)(4)	GROUND FLOOR CEILING HEIGHT HAS A MIN. 14' FLOOR TO FLOOR FOR NON-RESIDENTIAL USES.	AT AUSTIN ST PROJECT COMPLIES, AT PINE ST WAIVER REQUIRED PER SDB; SEE SHEET G1.50 FOR DIAGRAM
	SFPC 145.1(c)(5)	GROUND FLOOR SHALL BE AS CLOSE TO SIDEWALK ELEVATION AS POSSIBLE IN NC DISTRICT	PROJECT COMPLIES
	SFPC 145.1(c)(6)	FRONTAGE WITH ACTIVE USES MUST BE FENESTRATED WITH TRANSPARENT WINDOW AND DOORWAYS FOR NO LESS THAN 60%	WAIVER REQUIRED PER SDB; SEE SHEET G1.50 FOR DIAGRAM
BETTER ROOFS ALTERNATIVE	SFPC 149	PROVIDE A MIN. 15% OF ROOF AREA TO BE SOLAR PHOTOVOLTAIC OR 30% OF ROOF AREA TO BE GREEN OR REGITATED ROOF.	PROJECT COMPLIES
OFF-STREET PARKING	SFPC 151	NOT REQUIRED. MAX. PERMITTED PER SEC. 151. BIKE PARKING REQUIRED PER SEC. 155.2. CAR SHARE SPACES REQUIRED WHEN PROJECT HAS 25 OR MORE PARKING SPACES. PER SEC. 166.	NO VEHICLE PARKING PROPOSED. PROJECT COMPLIES.
BIKE PARK	SFPC 155.2	(1) CLASS 1 SPACE FOR EVERY DWELLING UNITS AND (1) CLASS 2 SPACE PER 20 UNITS.	A MIN. OF 21 CLASS 1 SPACES AND 2 CLASS 2 SPACES REQUIRED FOR 21 DWELLING UNITS. PROJECT COMPLIES.
		EATING AND DRINKING USES REQUIRE (1) CLASS 1 SPACE FOR EVERY 7,500 SF. (1) CLASS 2 SPACE FOR EVERY 750 SF, 2 SPACES MIN. REQUIRED.	A MIN. OF 2 CLASS 1 SPACES AND 2 CLASS 2 SPACES FOR 1,008 SF OF FRONT OF HOUSE RESTAURANT. PROJECT COMPLIES.
DWELLING UNIT MIX	SFPC 207.6	A MIN. OF 40% OF UNITS TO BE 2-BRs OR 30% TO BE 3-BRs.	PROJECT DOES NOT COMPLY. CU AUTHORIZATION SOUGHT FOR RELIEF
HEIGHT LIMITS: MEASUREMENT	SFPC 260	BUILDING HEIGHT IS MEASURED FROM ONE POINT ON THE STREET FRONTAGE FROM CURB TO TOP OF FLAT ROOF OR THE MIDPOINT OF A SLOPED ROOF.	PROJECT EXCEEDS 65' HEIGHT LIMIT OF NCD / 65-A ZONING. WAIVER REQUIRED PER INDIVIDUALLY REQUESTED STATE DENSITY BONUS (SFPC 206.6)
	SFPC 260(b)	EXEMPTIONS: THE FOLLOWING FEATURES SHALL BE EXEMPT; PROVIDED THE LIMITATIONS INDICATED FOR EACH ARE OBSERVED; PROVIDED FURTHER THAT THE SUM OF THE HORIZONTAL AREAS OF ALL FEATURES LISTED IN THIS PARAGRAPH (B)(1) SHALL NOT EXCEED 20 PERCENT OF THE HORIZONTAL AREA OF THE ROOF ABOVE WHICH THEY ARE SITUATED. ANY SUCH SUM OF 20 PERCENT HERETOFORE DESCRIBED MAY BE INCREASED TO 30 PERCENT BY UNROOFED SCREENING DESIGNED EITHER TO OBSCURE THE FEATUERS LISTED UNDER (A) AND (B) BELOW OR TO PROVIDE A MORE BALANCED AND GRACEFUL SILHOUETTE FOR THE TOP FO THE BUILDING OR STRUCTURE. (A) MECHANICAL EQUIPMENT AND APPURTENANCES NECESSARY TO THE OPERATION OR MAINTENANCE OF THE BUILDING OR STRUCTURE ITSELF, INCLUDING CHIMNEYS, VENTILATORS, PLUMBING VENT STACKS, COOLING TOWER, WATER TANKS, AND PANELS OR DEVICES FOR THE COLLECION OF SOLAR OR WIND ENERGY. THIS EXEMPTION SHALL BE LIMITED TO THE TOP 10 FEET OF SUCH FEATURES WHERE THE HEIGHT LIMIT IS 65 FEET OR LESS.	
SETBACKS AT NARROW STREETS	SFPC 261.1	AUSTIN ST (35' WIDTH) FACADE SETBACK MINIMUM 10' ABOVE 1.25 * 35' = 43'-9"	PROJECT PROPOSES NO SETBACK OF STREET WALL. WAIVER REQUIRED PER SDB; SEE SHEET G1.50 FOR DIAGRAM
URBAN DESIGN GUIDELINES	SFPC 311	SUBJECT TO URBAN DESIGN GUIDELINES	

PROJECT SUMMARY

LEVEL	UNIT DISTRIBUTION STUDIO	2BR	3BR	TOTAL	BUILDING INTERIOR AREA (NET) RESIDENTIAL DWELLING UNIT	COMMON	CIRCULATION	SUBTOTAL	OTHER STORAGE	UTILITY	COMMERCIAL	TOTAL	EXTERIOR OPEN SPACE (NET) PRIVATE	COMMON
BASEMENT -1	0	0	0	0	0 SF	0 SF	595 SF	595 SF	605 SF	129 SF	1096 SF	2426 SF	0 SF	0 SF
LEVEL 01 (AUSTIN)	0	0	0	0	0 SF	514 SF	322 SF	322 SF	0 SF	205 SF	0 SF	1041 SF	0 SF	0 SF
LEVEL 01 (PINE)	0	0	0	0	0 SF	0 SF	152 SF	152 SF	0 SF	0 SF	1110 SF	1261 SF	0 SF	0 SF
LEVEL 02	3	0	0	3	1289 SF	0 SF	477 SF	1766 SF	0 SF	0 SF	267 SF	2033 SF	0 SF	0 SF
LEVEL 03	4	0	0	4	1763 SF	0 SF	528 SF	2291 SF	0 SF	0 SF	0 SF	2291 SF	0 SF	0 SF
LEVEL 04	4	0	0	4	1763 SF	0 SF	528 SF	2291 SF	0 SF	0 SF	0 SF	2291 SF	0 SF	0 SF
LEVEL 05	4	0	0	4	1763 SF	0 SF	528 SF	2291 SF	0 SF	0 SF	0 SF	2291 SF	0 SF	0 SF
LEVEL 06	0	1	1	2	1878 SF	0 SF	481 SF	2360 SF	0 SF	0 SF	0 SF	2360 SF	0 SF	0 SF
LEVEL 07	0	1	1	2	1885 SF	0 SF	481 SF	2366 SF	0 SF	0 SF	0 SF	2366 SF	0 SF	0 SF
LEVEL 08	0	1	1	2	1878 SF	0 SF	481 SF	2360 SF	0 SF	0 SF	0 SF	2360 SF	0 SF	0 SF
ROOF	0	0	0	0	0 SF	0 SF	513 SF	513 SF	0 SF	0 SF	0 SF	513 SF	0 SF	720 SF
	15	3	3	21	12220 SF	514 SF	5084 SF	17305 SF	605 SF	334 SF	2473 SF	21231 SF	0 SF	720 SF
PERCENTAGE:	72%	14%	14%	100%										

.UNIT TYPES

LEVEL	UNIT	UNIT TYPE	BEDROOMS	BATHROOMS	UNIT AREA	BALCONY
LEVEL 02	201	A-1A	0	1	474 SF	No
LEVEL 02	202	A-1B	0	1	502 SF	No
LEVEL 02	203	P-1C	0	1	314 SF	Yes - 90SF
LEVEL 03	301	A-1A	0	1	479 SF	Yes - 19SF
LEVEL 03	302	A-1B	0	1	520 SF	No
LEVEL 03	303	P-1A	0	1	408 SF	No
LEVEL 03	304	P-1B	0	1	356 SF	No
LEVEL 04	401	A-1A	0	1	492 SF	No
LEVEL 04	402	A-1B	0	1	507 SF	Yes - 19SF
LEVEL 04	403	P-1A	0	1	408 SF	No
LEVEL 04	404	P-1B	0	1	356 SF	No
LEVEL 05	501	A-1A	0	1	479 SF	Yes - 19SF
LEVEL 05	502	A-1B	0	1	520 SF	No
LEVEL 05	503	P-1A	0	1	408 SF	No
LEVEL 05	504	P-1B	0	1	356 SF	No
LEVEL 06	601	A-3	3	2	1066 SF	Yes - 19SF
LEVEL 06	603	P-2	2	2	813 SF	No
LEVEL 07	701	A-3	3	2	1068 SF	Yes - 19SF
LEVEL 07	702	P-2	2	2	817 SF	No
LEVEL 08	801	A-3	3	2	1066 SF	Yes - 19SF
LEVEL 08	802	P-2	2	2	813 SF	No

Grand total: 21

NOTE: PRIVATE OPEN SPACE DOES NOT MEET PLANNING CODE MINIMUMS. COMMON OPEN SPACE PROVIDED ON THE ROOF = 749 SQ FT (1680 SQ FT REQUIRED FOR 21 UNITS: WAIVER REQUIRED)

BICYCLE PARKING

BICYCLE CLASS	REQUIRED	PROPOSED
COMMERCIAL		
CLASS I SPACES	1 SPACE > 7,500 SF: 1	1
CLASS II SPACES	MIN. 2 SPACES REQUIRED: 2	2
		3
RESIDENTIAL		
CLASS I SPACES	1 SPACE PER UNIT: 21	27
CLASS II SPACES	1 SPACE PER 20 UNITS: 2	2
		29
TOTAL PROPOSED SPACES:		32

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Revisions

LICENSED ARCHITECT EDWARD DAVID KERMAN C-24585 REG. 3-31-23 STATE OF CALIFORNIA

1525 PINE

1525 PINE STREET
SAN FRANCISCO, CA 94109

BLOCK 0667 / LOT 020
SFDBI BPA: 2018-0208-0768
PRJ #: 2015-009955

CONSTRUCTION OF MULTI-FAMILY HOUSING OVER RESTAURANT AND BASEMENT IMPLEMENTING THE INDIVIDUALLY REQUESTED STATE DENSITY BONUS

1525 PINE STREET DEV LLC

PLANNING DEPARTMENT NOTES & SCHEDULES

DATE	04/20/2021
SCALE	
DRAWN BY	Author
CHECKED BY	Checker
JOB NO.	1914

G0.03

2018-0208-0768
DBI PERMIT APPLICATION NUMBER:

.BUILDING AREA BY USE (GROSS).

NAME	AREA
BIKE PARKING	620 SF
CIRCULATION	6,348 SF
DWELLING UNIT	13,476 SF
PRIVATE OPEN SPACE	107 SF
RESTAURANT (BACK OF HOUSE)	1,768 SF
RESTAURANT (FRONT OF HOUSE)	1,088 SF
STAIR/ELEV PENTHOUSE	448 SF
STORAGE	112 SF
TRASH ROOM	223 SF
UTILITY	162 SF
TOTAL:	24,351 SF

BUILDING DEPARTMENT CODE ANALYSIS

** SEE G0.06.1 AND G0.06.2 FOR ADDITIONAL INFORMATION*

#	Description	Code Ref. (CBC, U.O.N.)	Allowable	Min/Max	Proposed	Comments
1 - GENERAL PROJECT INFORMATION						
1.1	TYPE OF CONSTRUCTION	602.1			TYPE IV over I-A	
1.2	OCCUPANCY CLASSIFICATION	310.4			R-2 (21 UNITS) over A-2 AT 1ST FLOOR	
1.3	HIGH-RISE BUILDING CLASSIFICATION	403.1	N/A		N/A	
3 - HEIGHT AND AREA LIMITATIONS						
3.1	BUILDING HEIGHT	Table 504.3	85'-0" 85'-0"	Max.	83'-0"	
3.11	MAX. HEIGHT OF HIGHEST FLOOR IN NON-HIGH RISE BUILDING	403.1	75'-0"	Max.	83'-0"	
3.2	BUILDING STORIES ABOVE GRADE	Table 504.4	IV: 5 STORIES AND I-A: UL	Max.	5 STORIES TYPE IV AND 3 STORIES TYPE I-A	
3.3	LARGEST STORY AREA	Table 506.2	UL FOR TYPE I; 20,500 SF FOR TYPE IV	Max.	TYPE I: 3,000 SF; TYPE IV: 2618 SF	
3.4	TOTAL BUILDING AREA				24,507SF	
4 - MIXED OCCUPANCY & SPECIAL PROVISIONS						
4.1	MIXED OCCUPANCY REQUIREMENTS	508.1	N/A		N/A	Not Applicable per 508.1 Exception 1 (occupacies separated per 510)
6 - FIRE RESISTANCE RATING REQUIREMENTS						
6.1	PRIMARY STRUCTURAL FRAME	Table 601	2 HR	Min.	2 HR	
6.2	BEARING WALLS - EXTERIOR	Table 601	2 HR	Min.	2 HR	Min. thickness per Table 722.2.1.1
6.3	BEARING WALLS - INTERIOR	Table 601	1 HR	Min.	1 HR	Min. thickness per Table 722.2.1.1
6.4	NON-BEARING WALLS - EXTERIOR	Table 601	Varies - see below			Metal Stud Wall Construction - see Wall Types
6.41	WHERE FIRE SEPARATION DISTANCE (FSD) <5	Table 602	1 HR	Min.	1 HR	
6.42	WHERE 5' </= FSD <10'	Table 602	1 HR	Min.	1 HR	
6.5	NON-BEARING WALLS - INTERIOR	Table 601	Not Required			Metal Stud Wall Construction - see Wall Types
6.51	NON-BEARING WALLS - TENANT SEPARATION	708	1 HR	Min.	1 HR	Required at all Dwelling Unit demising walls
6.6	FLOOR CONSTRUCTION AND ASSOCIATED SECONDARY MEMBERS	Table 601 and 510.4	2 HR	Min.	2 HR	Min. 3/4" concrete cover for restrained slabs, 1" concrete cover for unrestrained. 2 HR also required between S-2 parking garage and rest of building above per 510.4
6.7	ROOF CONSTRUCTION AND ASSOCIATED SECONDARY MEMBERS	Table 601	1 1/2 HR	Min.	1 1/2 HR	Min. 3/4" concrete cover for slabs
6.81	SHAFT ENCLOSURES CONNECTING LESS THAN 4 STORIES	713.4	1 HR / 2 HR WHEN PENETRATING 2 HR FLOOR	Min.	2 HR	2 hour provided. All floors to have 2 hour rating.
6.82	SHAFT ENCLOSURES CONNECTING 4 STORIES OR MORE	713.4	2 HR	Min.	2 HR	This includes mechanical chases, stairway and elevator enclosures, etc.
6.9	HORIZONTAL EXIT (USED AT CORRIDORS)	1026.2 & 711.2.4	2 HR	Min.	2 HR	Separation for horizontal exits provided by horizontal assembly per 711
7 - FIRE AND SMOKE PROTECTION FEATURES						
7.1	MAXIMUM AREA OF EXTERIOR WALL OPENINGS AND PROTECTION REQUIRED					
7.11	WHERE FIRE SEPARATION DISTANCE (FSD) < 3'	SF DBI AB-009	45 MINUTES	Min.	45 MINUTES	For property line windows. See AB-009 and signed Attachment A
7.12	WHERE 3' </= FSD <5'	Table 705.8	15% OPENING PERMITTED UNPROTECTED, SPRINKLERED	Max.	N/A	
7.13	WHERE 5' </= FSD <10'	Table 705.8	25% OPENING PERMITTED UNPROTECTED, SPRINKLERED	Max.	N/A	
7.14	WHERE 10' </= FSD <15'	Table 705.8	45% OPENING PERMITTED UNPROTECTED, SPRINKLERED	Max.	N/A	See windows in lightwells in North and South Elevations
7.15	WHERE 15' </= FSD <20'	Table 705.8	75% OPENING PERMITTED UNPROTECTED, SPRINKLERED	Max.	N/A	
7.16	WHERE FSD >/= 20'	Table 705.8	No Limit			
9 - FIRE PROTECTION SYSTEMS						
9.1	AUTOMATIC, FULLY SPRINKLERED SYSTEM	903 and NFPA 13	Required per CBC 903 and NFPA 14		YES, provided per CBC 903 and NFPA 14	
9.2	STANDPIPE SYSTEMS	905 AND NFPA 14	Required per CBC 905 and NFPA 14 for buildings > 3 stories		YES, provided per CBC 905 and NFPA 14	
9.3	FIRE PUMPS	901.8, 913 and NFPA 20	Fire Flow Calcs demonstrate a Fire Pump is required on this project		YES, provided per CBC 901.8, 913 and NFPA 20	
9.4	FIRE ALARM AND DETECTION SYSTEM	907 and NFPA 72	Required per CBC 907 and NFPA 72		YES, provided per CBC 907 and NFPA 72	This building is all-electric; no gas service is provided. Thus, carbon monoxide detectors are not required as part of the Fire Alarm and Detection System.
9.5	EMERGENCY VOICE / ALARM COMMUNICATION SYSTEM	907 and NFPA 72	Required per CBC 907 and NFPA 72		YES, provided per CBC 907 and NFPA 72	Smoke Alarms (per CBC 907.2.11) to be hard-wired to Building Primary Power. Audible alarm notification to comply with 907.5.21.1 including min. 75 DBA sound pressure in R-occupancies.
9.6	EMERGENCY RESPONDER RADIO COMMUNICATION SYSTEM	403.4.5, 916, AND CFC 510	Per CFC 510 as required by Fire Code Official		YES, provided per 403.4.5, 916, AND CFC 510	
10 - MEANS OF EGRESS & OCCUPANT LOAD						
10.11	STAIRWAY WIDTH	1005.3.1 & 10.11.2	36"	Min.	36" Stairs Provided	The greater of 0.2"/Occupant x 190 Occupants / 2 Stairs = 19" per 1005.3.1 and 44" per 1011.2
10.12	OTHER EGRESS COMPONENT WIDTHS	1005.3.2 & 1011.2	36"	Min.	> 36" at all Egress Components	The greater of 0.15"/Occupant x 190 Occupants = 28.5" per 1005.3.1 and 44" per 1011.2
10.21	NUMBER OF EXITS - COMMON AREAS	1006.2	2	Min.	2	Occupant Load exceeds 50 = 2 Exits provided with doors swinging in the direction of travel. 2 Stairways provided. Stair 1 exit has direct line of sight to exit at Entrance Lobby
10.22	NUMBER OF EXITS - WITHIN DWELLING UNITS	1006.2.1	1	Min.	1	Per Exception 1, (1) exit permitted within and from unit
10.3	DISTANCE BETWEEN EXIT ACCESS STAIRWAYS	1007.1.1	1/3 Building Diagonal	Min.	> 1/3 Building Diagonal	Per Exception 2, the separation distance shall not be greater than 1/3 the diagonal in buildings fully equipped with fire sprinklers
10.4	EMERGENCY ESCAPE AND RESCUE	1030.1	Not Required in Sleeping Rooms per Exception 1		Not Provided in Sleeping Rooms	Per Exception 1, emergency escape and rescue in sleeping rooms is not required in Buildings of Type I construction, fully equipped with automatic sprinklers
11A - HOUSING ACCESSIBILITY						
11.1	BATHING AND TOILET FACILITIES	1134A.2	1 Bathroom per Option 2	Min.	Min. 1 complying Bathroom provided	

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architects LLP

139 Noe Street
San Francisco, CA
94114
415 749 0302

Revisions

LICENSED ARCHITECT
EDWARD DAVIS MORRIS
C-24585
EXP. 3-31-23
STATE OF CALIFORNIA

1525 PINE

1525 PINE STREET
SAN FRANCISCO, CA 94109

BLOCK 0667 / LOT 020
SFDBI BPA: 2018-0208-0768
PRJ #: 2015-009955

CONSTRUCTION OF MULTI-FAMILY HOUSING OVER RESTAURANT AND BASEMENT IMPLEMENTING THE INDIVIDUALLY REQUESTED STATE DENSITY BONUS

1525 PINE STREET DEV LLC

The Contractor shall verify all existing conditions. Written dimensions take preference over scaled dimensions and shall be verified on the project site. Any discrepancy shall be brought to the attention of Kerman Morris Architects prior to the commencement of any work.

These drawings are an industry standards builders set for building permit and to assist the contractor in construction. The drawings show limited and only representative/typical details.

All attachments, connections, fastenings,etc, are to be properly secured in conformance with best practice, and the Contractor shall be responsible for providing and installing them.

BUILDING DEPARTMENT NOTES & SCHEDULES

DATE	04/20/2021
SCALE	
DRAWN BY	Author
CHECKED BY	Checker
JOB NO.	1914

G0.04

2018-0208-0768

DBI PERMIT APPLICATION NUMBER:

GS1: San Francisco Green Building Site Permit Submittal Form

Form version: February 1, 2018 (For permit applications January 2017 - December 2019)

INSTRUCTIONS:

1. **Select one (1) column to identify requirements for the project. For addition and alteration projects, applicability of specific requirements may depend upon project scope.**
2. **Provide the Project Information in the box at the right.**
3. **A LEED or GreenPoint Rated Scorecard is not required with the site permit application, but using such tools as early as possible is recommended.**
4. **To ensure legibility of DBI archives, submittal must be a minimum of 24" x 36".**

Attachment GS2, GS3, GS4, GS5 or GS6 will be due with the applicable addendum. A separate "FINAL COMPLIANCE VERIFICATION" form will be required prior to Certificate of Completion. For details, see Administrative Bulletin 93. For Municipal projects, additional Environment Code Chapter 7 requirements may apply; see GS6.

CHECK THE ONE COLUMN THAT BEST DESCRIBES YOUR PROJECT

	TITLE	SOURCE OF REQUIREMENT	DESCRIPTION OF REQUIREMENT	NEW CONSTRUCTION				ALTERATIONS + ADDITIONS				
				☐ LOW-RISE RESIDENTIAL R 1-3 Floors	☐ HIGH-RISE RESIDENTIAL R 4+ Floors	☐ LARGE NON-RESIDENTIAL A,B,E,I,M 25,000 sq.ft. or greater	☐ OTHER NON-RESIDENTIAL F,H,L,S,U or A,B,E,I,M less than 25,000 sq.ft.	☐ RESIDENTIAL MAJOR ALTERATIONS + ADDITIONS R 25,000 sq.ft. or greater	☐ OTHER RESIDENTIAL ALTERATIONS + ADDITIONS R adds any amount of conditioned area	☐ NON-RESIDENTIAL MAJOR ALTERATIONS + ADDITIONS B,M 25,000 sq.ft. or greater	☐ FIRST-TIME NON-RESIDENTIAL INTERIORS A,B,I,M 25,000 sq.ft. or greater	☐ OTHER NON-RESIDENTIAL INTERIORS, ALTERATIONS + ADDITIONS A,B,E,F,H,L,I,M,S,U more than 1,000 sq.ft. or $200,000
LEED/GPR	Required LEED or GPR Certification Level	SFGBC 4.103.1.1, 4.103.2.1, 4.103.3.1, 5.103.1.1, 5.103.3.1 & 5.103.4.1	Project is required to achieve sustainability certification listed at right.	LEED SILVER (50+) or GPR (75+) CERTIFIED	LEED SILVER (50+) or GPR (75+) CERTIFIED	LEED GOLD (60+) CERTIFIED	n/r	LEED GOLD (60+) or GPR (75+) CERTIFIED	n/r	LEED GOLD (60+) CERTIFIED	LEED GOLD (60+) CERTIFIED	n/r
	LEED/GPR Point Adjustment for Retention/Demolition of Historic Features/Building	SFGBC 4.104, 4.105, 5.104 & 5.105	Enter any applicable point adjustments in box at right.				n/r		n/r			n/r
MATERIALS	LOW-EMITTING MATERIALS	CALGreen 4.504.2.1-5 & 5.504.4.1-6, SFGBC 4.103.3.2, 5.103.1.9, 5.103.3.2 & 5.103.4.2	Use products that comply with the emission limit requirements of 4.504.2.1-5, 5.504.4.1-6 for adhesives, sealants, paints, coatings, carpet systems including cushions and adhesives, resilient flooring (80% of area), and composite wood products. Major alterations to existing residential buildings must use low-emitting coatings, adhesives and sealants, and carpet systems that meet the requirements for GPR measures K2, K3 and L2 or LEED EQc2, as applicable. New large non-residential interiors and major alterations to existing residential and non-residential buildings must also use interior paints, coatings, sealants, and adhesives when applied on-site, flooring and composite wood that meet the requirements of LEED credit Low-Emitting Materials (EQc2).	4.504.2.1-5	4.504.2.1-5	LEED EQc2	5.504.4.1-6	LEED EQc2 or GPR K2, K3 & L2	4.504.2.1-5	LEED EQc2	LEED EQc2	5.504.4.1-6
WATER	INDOOR WATER USE REDUCTION	CALGreen 4.303.1 & 5.303.3, SFGBC 5.103.1.2, SF Housing Code sec.12A10, SF Building Code ch.13A	Meet flush/flow requirements for: toilets (1.28gpf); urinals (0.125gpf wall, 0.5gpf floor); showerheads (2.0gpm); lavatories (1.2gpm private, 0.5gpm public/common); kitchen faucets (1.8gpm); wash fountains (1.8gpm); metering faucets (0.2gpc); food waste disposers (1gpm/8gpm). Residential projects must upgrade all non-compliant fixtures per SF Housing Code sec.12A10. Large non-residential interiors, alterations & additions must upgrade all non-compliant fixtures per SF Building Code ch.13A. New large non-residential buildings must also achieve minimum 30% indoor potable water use reduction as calculated to meet LEED credit Indoor Water Use Reduction (WEc2).	•	•	LEED WEc2 (2 pts)	•	•	•	•	•	•
	NON-POTABLE WATER REUSE	Health Code art.12C	New buildings ≥ 40,000 sq.ft. must calculate a water budget. New buildings ≥250,000 sq.ft. must treat and use available rainwater, graywater, and foundation drainage and use in toilet and urinal flushing and irrigation. See www.sfwater.org for details.	n/r	•	•	n/r	n/r	n/r	n/r	n/r	n/r
	WATER-EFFICIENT IRRIGATION	Administrative Code ch.63	New construction projects with aggregated landscape area ≥500 sq.ft., or existing projects with modified landscape area ≥1,000 sq.ft. shall use low water use plants or climate appropriate plants, restrict turf areas and comply with Model Water Efficient Landscape Ordinance restrictions by calculated ETAF (.55 for residential, .45 for non-residential or less) or by prescriptive compliance for projects with ≤2,500 sq.ft. of landscape area. See www.sfwater.org for details.	•	•	•	•	•	•	•	•	•
	WATER METERING	CALGreen 5.303.1	Provide submeters for spaces projected to consume >1,000gal/day (or >100gal/day in buildings >50,000 sq.ft.).	n/r	n/r	•	•	n/r	n/r	•	•	•
ENERGY	ENERGY EFFICIENCY	CA Energy Code	Comply with all provisions of the CA Title 24 Part 6 Energy Standards.	•	•	•	•	•	•	•	•	•
	BETTER ROOFS	SFGBC 4.201.1 & 5.201.1.2	New non-residential buildings >2,000 sq.ft. and ≤10 occupied floors, and new residential buildings of any size and ≤10 occupied floors, must designate 15% of roof Solar Ready, per Title 24 rules. Install photovoltaics or solar hot water systems in this area. With Planning Department approval, projects subject to SFPUC Stormwater Requirements may substitute living roof for solar energy systems.	•	≤10 floors	•	•	n/r	n/r	n/r	n/r	n/r
	RENEWABLE ENERGY	SFGBC 5.201.1.3	Non-residential buildings with ≥11 floors must acquire at least 1% of energy from on-site renewable sources, purchase green energy credits, or achieve 5 points under LEED credit Optimize Energy Performance (EAc2).	n/r	n/r	•	•	n/r	n/r	n/r	n/r	n/r
	COMMISSIONING (Cx)	CALGreen 5.410.2 - 5.410.4.5.1	For projects ≥10,000 sq.ft. include OPR, BOD, and commissioning plan in design & construction. Commission to comply. Alterations & additions with new HVAC equipment must test and adjust all equipment.	n/r	n/r	LEED EAc1 opt. 1	•	n/r	n/r	•	•	•
PARKING	BICYCLE PARKING	CALGreen 5.106.4, Planning Code 155.1-2	Provide short- and long-term bike parking equal to 5% of motorized vehicle parking, or meet SF Planning Code sec.155.1-2, whichever is greater.	SF Planning Code sec.155.1-2	SF Planning Code sec.155.1-2	•	•	if applicable SF Planning Code sec.155.1-2	if applicable SF Planning Code sec.155.1-2	•	•	If >10 stalls added
	DESIGNATED PARKING	CALGreen 5.106.5.2	Mark 8% of total parking stalls for low-emitting, fuel efficient, and carpool/van pool vehicles.	n/r	n/r	•	•	n/r	n/r	•	•	If >10 stalls added
	WIRING FOR EV CHARGERS	SFGBC 4.106.4 & 5.106.5.3	Permit application January 2018 or after: Construct all new off-street parking spaces for passenger vehicles and trucks with dimensions capable of installing EVSE. Install service capacity and panelboards sufficient to provide ≥40A 208 or 240V to EV chargers at 20% of spaces. Install ≥40A 208 or 240V branch circuits to ≥10% of spaces, terminating close to the proposed EV charger location. Installation of chargers is not required. Projects with zero off-street parking exempt. See SFGBC 4.106.4 or SFGBC 5.106.5.3 for details. Permit applications prior to January 2018 only: Install infrastructure to provide electricity for EV chargers at 6% of spaces for non-residential (CalGreen 5.106.5.3), 3% of spaces for multifamily with ≥17 units (CalGreen 4.106.4.2), and each space in 1-2 unit dwellings (CalGreen 4.106.4.1). Installation of chargers is not required.	•	•	•	•	applicable for permit application January 2018 or after	n/r	applicable for permit application January 2018 or after	n/r	n/r
WASTE DIVERSION	RECYCLING BY OCCUPANTS	SF Building Code AB-088	Provide adequate space and equal access for storage, collection and loading of compostable, recyclable and landfill materials.	•	•	•	•	•	•	•	•	•
	CONSTRUCTION & DEMOLITION (C&D) WASTE MANAGEMENT	SFGBC 4.103.2.3 & 5.103.1.3.1, Environment Code ch.14, SF Building Code ch.13B	For 100% of mixed C&D debris use registered transporters and registered processing facilities with a minimum of 65% diversion rate. Divert a minimum of 75% of total C&D debris if noted.	•	75% diversion	75% diversion	•	•	•	•	75% diversion	•
HVAC	HVAC INSTALLER QUALS	CALGreen 4.702.1	Installers must be trained and certified in best practices.	•	•	n/r	n/r	•	•	n/r	n/r	n/r
	HVAC DESIGN	CALGreen 4.507.2	HVAC shall be designed to ACCA Manual J, D, and S.	•	•	n/r	n/r	•	•	n/r	n/r	n/r
	REFRIGERANT MANAGEMENT	CALGreen 5.505.1	Use no halons or CFCs in HVAC.	n/r	n/r	•	•	n/r	n/r	•	•	•
GOOD NEIGHBOR	LIGHT POLLUTION REDUCTION	CA Energy Code, CALGreen 5.106.8	Comply with CA Energy Code for Lighting Zones 1-4. Comply with 5.106.8 for Backlight/Uplight/Glare.	n/r	n/r	•	•	n/r	n/r	•	•	•
	BIRD-SAFE BUILDINGS	Planning Code sec.139	Glass facades and bird hazards facing and/or near Urban Bird Refuges may need to treat their glass for opacity.	•	•	•	•	•	•	•	•	•
	TOBACCO SMOKE CONTROL	CALGreen 5.504.7, Health Code art.19F	For non-residential projects, prohibit smoking within 25 feet of building entries, air intakes, and operable windows. For residential projects, prohibit smoking within 10 feet of building entries, air intakes, and operable windows and enclosed common areas.	•	•	•	•	•	•	•	•	•
POLLUTION PREVENTION	STORMWATER CONTROL PLAN	Public Works Code art.4.2 sec.147	Projects disturbing ≥5,000 sq.ft. in combined or separate sewer areas, or replacing ≥2,500 impervious sq.ft. in separate sewer area, must implement a Stormwater Control Plan meeting SFPUC Stormwater Management Requirements. See www.sfwater.org for details.	•	•	•	•	if project extends outside envelope	if project extends outside envelope	if project extends outside envelope	if project extends outside envelope	if project extends outside envelope
	CONSTRUCTION SITE RUNOFF CONTROLS	Public Works Code art.4.2 sec.146	Provide a construction site Stormwater Pollution Prevention Plan and implement SFPUC Best Management Practices. See www.sfwater.org for details.	if disturbing ≥5,000 sq.ft.	•	if disturbing ≥5,000 sq.ft.	if disturbing ≥5,000 sq.ft.	if project extends outside envelope	if project extends outside envelope	if project extends outside envelope	if project extends outside envelope	if project extends outside envelope
INDOOR ENVIRONMENTAL QUALITY	ACOUSTICAL CONTROL	CALGreen 5.507.4.1-3, SF Building Code sec.1207	Non-residential projects must comply with sound transmission limits (STC-50 exteriors near freeways/airports; STC-45 exteriors if 65db Leq at any time; STC-40 interior walls/floor-ceilings between tenants). New residential projects' interior noise due to exterior sources shall not exceed 45dB.	•	•	•	•	n/r	n/r	•	•	•
	AIR FILTRATION (CONSTRUCTION)	CALGreen 4.504.1-3 & 5.504.1-3	Seal permanent HVAC ducts/equipment stored onsite before installation.	•	•	•	•	•	•	•	•	•
	AIR FILTRATION (OPERATIONS)	CALGreen 5.504.5.3, SF Health Code art.38	Non-residential projects must provide MERV-8 filters on HVAC for regularly occupied, actively ventilated spaces. Residential new construction and major alteration & addition projects in Air Pollutant Exposure Zones per SF Health Code art.38 must provide MERV-13 filters on HVAC.	if applicable	if applicable	•	•	if applicable	n/r	•	•	•
	CONSTRUCTION IAQ MANAGEMENT PLAN	SFGBC 5.103.1.8	During construction, meet SMACNA IAQ guidelines; provide MERV-8 filters on all HVAC.	n/r	n/r	LEED EQc3	n/r	n/r	n/r	n/r	n/r	n/r
RESIDENTIAL	GRADING & PAVING	CALGreen 4.106.3	Show how surface drainage (grading, swales, drains, retention areas) will keep surface water from entering the building.	•	•	n/r	n/r	if applicable	if applicable	n/r	n/r	n/r
	RODENT PROOFING	CALGreen 4.406.1	Seal around pipe, cable, conduit, and other openings in exterior walls with cement mortar or DBI-approved similar method.	•	•	n/r	n/r	•	•	n/r	n/r	n/r
	FIREPLACES & WOODSTOVES	CALGreen 4.503.1	Install only direct-vent or sealed-combustion, EPA Phase II-compliant appliances.	•	•	n/r	n/r	•	•	n/r	n/r	n/r
	CAPILLARY BREAK, SLAB ON GRADE	CALGreen 4.505.2	Slab on grade foundation requiring vapor retarder also requires a capillary break such as: 4 inches of base 1/2-inch aggregate under retarder; slab design specified by licensed professional.	•	•	n/r	n/r	•	•	n/r	n/r	n/r
	MOISTURE CONTENT	CALGreen 4.505.3	Wall and floor wood framing must have <19% moisture content before enclosure.	•	•	n/r	n/r	•	•	n/r	n/r	n/r
	BATHROOM EXHAUST	CALGreen 4.506.1	Must be ENERGY STAR compliant, ducted to building exterior, and its humidistat shall be capable of adjusting between <50% to >80% (humidistat may be separate component).	•	•	n/r	n/r	•	•	n/r	n/r	n/r

PROJECT INFO

PROJECT NAME

BLOCK/LOT

ADDRESS

PRIMARY OCCUPANCY

GROSS BUILDING AREA

DESIGN PROFESSIONAL or PERMIT APPLICANT *(sign & date)*

SUSTAINABILITY FEATURES INCLUDE BUT ARE NOT LIMITED TO
- ALL-ELECTRIC BUILDING (EXCEPT AT GRUBSTAKE RESTAURANT)
- HIGH-EFFICIENCY PLUMBING FIXTURES
- WATER-EFFICIENT LANDSCAPE FEATURES
- NO PARKING PROVIDED TO REDUCE RESIDENTS' CARBON EMISSIONS
- HIGH EFFICIENCY MECHANICAL EQUIPMENT
- HIGH EFFICIENCY FLOOR PLANS

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Revisions

LICENSED ARCHITECT
C-24585
EXP. 3-31-23
STATE OF CALIFORNIA

1525 PINE

1525 PINE STREET
SAN FRANCISCO, CA 94109

BLOCK 0667 / LOT 020
SFDBI BPA: 2018-0208-0768
PRJ #: 2015-009955

CONSTRUCTION OF MULTI-FAMILY HOUSING OVER RESTAURANT AND BASEMENT IMPLEMENTING THE INDIVIDUALLY REQUESTED STATE DENSITY BONUS

1525 PINE STREET DEV LLC

GREEN BUILDING SUBMITTAL

DATE	04/20/2021
SCALE	
DRAWN BY	Author
CHECKED BY	Checker
JOB NO.	1914

G0.50

2018-0208-0768
DBI PERMIT APPLICATION NUMBER

km

~~23 September 2019 November 22, 2019, December 11, 2019~~ February 4, 2020

Plan Review Supervisor for Pre-Application Meeting
Department of Building Inspection
1660 Mission Street, 2nd Floor
San Francisco, CA 94103

PRE-APPLICATION MEETING FINDINGS
1525 Pine Street
New Construction
Existing: single story commercial structure to be demolished
Proposed: 8 story mixed use building
2016 California Building Code
~~(alternate: 2019 California Building Code)~~
BPA # **2018-0208-0768**
PRJ # 2015-009955

MEETING INFORMATION
Date/Time: 9/10/19 at 2pm at SFDBI
Present:
Lieutenant Tomas Haney – SFFD-Plan Check
Jeffrey Ma – SFDBI
Nicholas Pigott – Owner
Toby Morris – Kerman Morris Architects
Amelie Crowe – Kerman Morris Architects

PROJECT INFORMATION

Address:	**1525 Pine Street, San Francisco, CA**
Block/ Lot:	**0667 / 020**
Occupancy:	**Existing: B (restaurant)** **Proposed: R-2 (housing stories 2-8) over B restaurant at street level and basement (plus some storage accessory to the R-2 use)**
Type of Construction:	**Existing: Type V-B (1 story over basement commercial structure to be demolished)** **Proposed: TYPE-IA fully sprinklered (NFPA 13 sprinkler system per 903.3.1.2) midrise** (Proposed Alternative: 5 stories Type IV over 3 stories Type IA)
Number of Stories:	**Existing: 1 over basement to be demolished** **Proposed: 8 stories over basement (Type IA)**
Proposed Bldg. Height:	**85'-0"**
Allowable Bldg. Height:	**UL for IA** (85 ft. for Type IV)
Proposed Bldg. Area:	**21,000 SF**
Max. Allow. Bldg. Area:	**UL for IA** (20,500 sq. ft. for Type IV)
Max. Allow. Area/Floor:	**UL**

PROJECT SCOPE

This work consists of new construction of a new midrise. The subject property has an existing restaurant (the Grubstake Restaurant) on it to be demolished.

kerman
morris
architects LLP

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kermanmorris.com

ATTACHED DOCUMENTS – Revised per pre-app meeting.
Attached please find proposed drawings for the proposed mixed-use building, which have been revised per our meeting.
Our Basic Code Assumptions to be Confirmed and Questions/ Code Ruling Requested:

GENERAL BUILDING, HEIGHT, AND AREA

SFDBI TY SFFD

1. **Story Count Type I-A:** Please confirm that the proposed Type IA building may be of unlimited height and stories with the installation of sprinklers throughout the entire building per NFPA 13, CBC Chapter 9. ***Confirmed***

SFDBI TY SFFD

2. **Alternate - Story Count Type IV over IA:** Please confirm that the proposed 5 stories of Type IV construction over 3 stories of Type IA construction may be up to 85' tall and 8 stories in total with the installation of sprinklers throughout the entire building per NFPA 13, CBC Chapter 9. ***Confirmed,*** *so long as sprinklers are not also used for area increase for R-2 occupancy per T. 504.3. (see Exhibit A)*

SFDBI TY SFFD

3. **Fire Department Access:** Please confirm that for the purposes of determining the level from which the highest occupied floor is to be measured, the enforcing agency will elect to measure height from the lower street (Austin Street, in this case). ***Confirmed.*** *Note: Measurement will be taken from sidewalk in front of Austin Street proposed residential entry. (see Exhibit B)*

SFDBI TY SFFD

4. **High-Rise:** Please confirm that this building is not considered a high-rise structure as the floor level of the highest building story is less than 75 feet above the lowest level of fire department vehicle access per definitions CBC Chapter 2 and per sec. 403.1 (High-Rise Buildings). ***Confirmed,*** *based on 2018 BPA# 2018-0208-0768 in which occupied roof decks are grandfathered above 75 feet. (see Exhibit C)*

   Notes: 1) BPAs filed after Aug 2, 2019 are under different requirements. 2) Hard-pipe gas fired grill on roof is ok for proposed building, but no loose or charcoal grills are allowed.

SFDBI TY SFFD

5. **Occupied Roof Deck:** Please confirm that an occupied roof deck over the proposed highest enclosed/occupied floor may be implemented without triggering the requirements of CBC section 403/High-Rises. ***Confirmed,*** *see answer to Q4 above.*

SFDBI TY SFFD

6. **Occupied Roof Deck:** Please confirm whether code cycle 2019 could be used in order to provide occupied roof deck greater than 4 stories above grade, perhaps by using AB-005 to justify. ***Not Confirmed.***

   Note 1) 2019 code cycle review is likely to begin end of year 2019. Partial review of project under two different building code cycles is rarely if ever allowed. It is not recommended to pursue.
   Note 2) Occupied roof deck allowed in two scenarios: a) Construction Type IV - area of occupied roof deck less than 750 sq ft is allowed, since it is classified as R-occupancy accessory space with occupancy of fewer than 50 occupants; b) Construction Type IA – occupied roof deck allowable at any level of unlimited area, (even if occupancy load is greater than 50). (See Exhibit D)

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SFDBI N/A SFFD

7. **Bedroom Light & Air Exposure:** Please confirm whether bedrooms can be located using light wells or adjoining spaces to meet light & air exposure requirement. ***Confirmed,*** *Courts complying with section 1206 may be used to meet light and air requirements. (See exhibit E-1)*

   Note 1): For a 7-story lightwell (court), minimum required dimensions are 8'x20', or approximately 160 square feet. If such dimensions are technically infeasible, due to small lot width (25'), alternative court dimensions are approvable per local equivalency and AB-005, provided that proposed court width is a minimum of 5' wide (per section 1009.8) and court area is approximately 160 square feet. (See Exhibit E-1, E-2)
   Note 2): If rooms are proposed to meet light requirements based on "borrowed light" from an adjacent room with exterior windows, such adjoining space must be 7' deep minimum (i.e. not a hallway), see SF DBI bulletin IE-01.

FIRE-RESISTANCE CONSTRUCTION

SFDBI TY SFFD

8. **Horizontal Exit:** Please confirm that a 2-hr rated horizontal wall assembly that extends vertically from the top of a 2-hr rated floor assembly to the bottom of a 2-hr rated floor assembly, and that extends horizontally on each level, shall be allowed with 90-min doors on magnetic hold open devices and be considered a horizontal exit per CBC Section 1026. Additionally, the horizontal assemblies need not be aligned vertically, so long as they extend from top of slab to bottom of slab in Type-1A concrete construction. ***Confirmed.***

   Note 1) Horizontal exit is needed all the way to ground floor, but not in basement. Rated wall can misalign in section so long as there is a 2h rated ceiling/floor assembly for contiguous protection on either side of horizontal exit.
   Note 2): Per SF DBI convention and s. 1026.4.1, both sides of the horizontal exit at every floor are to have a minimum of 3 square feet per occupant to act as acceptable refuge area (calculate occupant load). (See Exhibit F)
   Note 3): Per section 1009.8, two-way communication is required on both sides of horizontal exit.

MEANS OF EGRESS

9. **Accessible Means of Egress:**

   SFDBI TY SFFD

   a. Please verify that the elevator is not required as an accessible means of egress, as each level has been provided with a horizontal exit Per CBC section 1009.2.1 Exception #1 (Horizontal exit complying with CBC section 1026 and building equipped throughout with an automatic sprinkler system). ***Not Confirmed.*** *The elevator is an accessible means of egress.*

   SFDBI TY SFFD

   b. Please verify that the elevator need not be provided with the standby power requirements per CBC chapter 27, as it is not considered part of the accessible means of egress per CBC section 1009.4. ***Not Confirmed.***

   Note: See 9a above. The elevator need not be supplied with standby power per Chapter 27 if a horizontal exit is provided meeting the requirements of sec. 1009.3, exception #5, and 1009.4, exception #2.

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SFDBI TY SFFD

10. **Area of Refuge:** Please confirm that an area of refuge is not required at any stairway per CBC Section 1009.3 Exception 2, Exception 5, and Exception 8. ***Confirmed.***

Elevator is also exempted. Horizontal exit area of refuge needed based on actual occupancy, not door width capacity. Due to sprinklers in building design, wheelchair area of refuge is NOT needed. See CBC sec. 1009.

SFDBI TY SFFD

11. **Emergency Escape and Rescue:** Please confirm that emergency escape and rescue openings for all sleeping rooms are not required per CBC Section 1030.1 Exception #1, as the building is Type-IA construction and is equipped throughout with an automatic sprinkler system.
    Confirmed, *for Type I-A construction and confirmed for Type IV construction at the 4th story and above.*

Additional Discussion:

SFDBI N/A SFFD

Per section 1206.3.2 Air Intake, a horizontal air intake of not less than 10 square feet shall be provided at the base of courts used for ventilation. If the proposed rooms with windows facing onto the courts are provided with artificial (mechanical) ventilation and the windows are fixed, then the building need not comply with sec. 1206.3.2. **Confirmed.**

SFDBI TH SFFD

Due to narrow building and restaurant space constraints, Pine street egress stair #2 goes to basement level and continues up to Pine street for egress discharge. Please confirm this. **Confirmed**. Stair #1 discharges to Austin Street one level above the basement and stair #2 is a continuous 2-hour stair enclosure that happens to go to the basement level but remains uninterrupted to its point of exit discharge at the first floor and Pine Street. Since neither stair #1 nor stair #2 egress paths travel through ' CORRIDOR 005' past the basement level elevator opening, this corridor between the two stairs can be 1-hour rated only. The elevator, not a part of the means of egress system, can have its integral 90-minute door and a 20-minute drop down smoke door (without the need for an additional 90-minute door on a hold back). (See Exhibits G, G-1).

SFDBI TY SFFD

If only one exit is provided from the second floor of this fully sprinklered R-2 occupancy building, per section 1006.3.2 and Table 1006.3.2(1), all points on the 2nd floor must be a maximum travel distance of 125 feet measured from the furthest point of the interior to the exit discharge to the exterior. Further, per section 1028.1, exception #1 (items 1.1 through 1.4), this exit may cross through the ground floor lobby area, provided the lobby is also 2-hour rated, like the stair enclosure. (See Exhibit H) **Confirmed.**

Reviewed and agreed by

SFDBI Jeffrey Ma — Date 12/2/20

SFFD Lt. Thomas Haney or Captain Kathy Harold — Date 12/2/20

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SAN FRANCISCO FIRE DEPARTMENT
BUREAU OF FIRE PREVENTION
PLAN CHECK DIVISION/WATER FLOW
1660 MISSION STREET, 4TH FLOOR
SAN FRANCISCO, CA. 94103
FAX # 415-575-6933
Email: WaterflowSFFD@sfgov.org

REQUEST FOR WATER FLOW INFORMATION

DATE: 09 / 26 / 2019 REQUEST IS FOR: [X] FIRE FLOW [ ] SPRINKLER DESIGN

CONTACT PERSON: Toby Morris ADDRESS: 139 Noe Street

PHONE NO. (415) 749 / 0302 FAX NO. ( )

EMAIL: toby@kermanmorris.com

OWNER'S NAME: 1525 PINE STREET DEV LLC PHONE # (206) 920 / 7003

ADDRESS FOR WATER FLOW INFORMATION: 1525 Pine Street

PROVIDE SKETCH HERE: PINE / VAN NESS AVE / POLK / AUSTIN / Pine Street

CROSS STREETS (BOTH ARE REQUIRED): Polk Street , Van Ness Ave

SPECIFY STREET FOR POINT OF CONNECTION:

OCCUPANCY (CIRCLE ONE): R3 (R2) LIVE/WORK (COMMERCIAL) OTHER

HAZARD CLASSIFICATION: (LIGHT) ORD 1 ORD 2 EXT 1 EXT 2 OTHER

CAR-STACKER: YES (NO)

NUMBER OF STORIES: 8-Stories over Basement + Roof Deck HEIGHT OF BLDG.: 77' - 10" FT.

- SUBMIT FORM WITH A $125.00 CHECK MADE PAYABLE TO "S.F.F.D."
- REQUESTS REQUIRING A FIELD FLOW TEST WILL BE NOTIFIED BY FAX OR EMAIL, AND AN ADDITIONAL FEE OF $250.00 WILL BE NECESSARY.
- WATER FLOW INFORMATION WILL BE RETURNED BY FAX, MAIL, OR EMAIL.
- INCOMPLETE FORMS WILL NOT BE PROCESSED.
- PLEASE ALLOW 7-14 WORKING DAYS FOR PROCESSING.

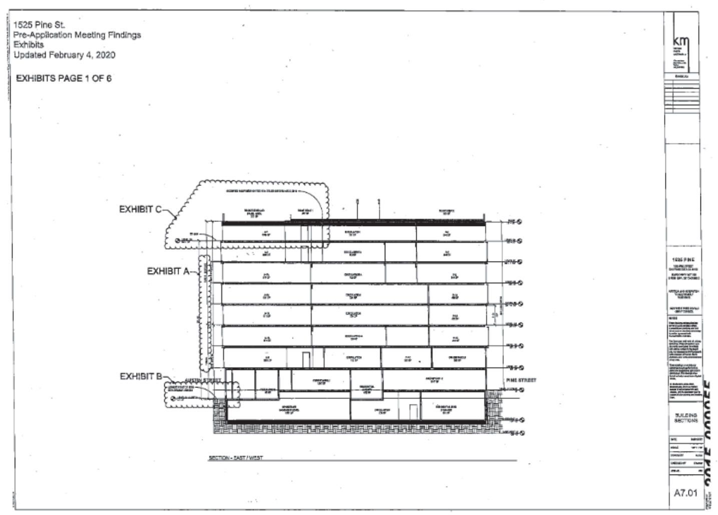
Official use only

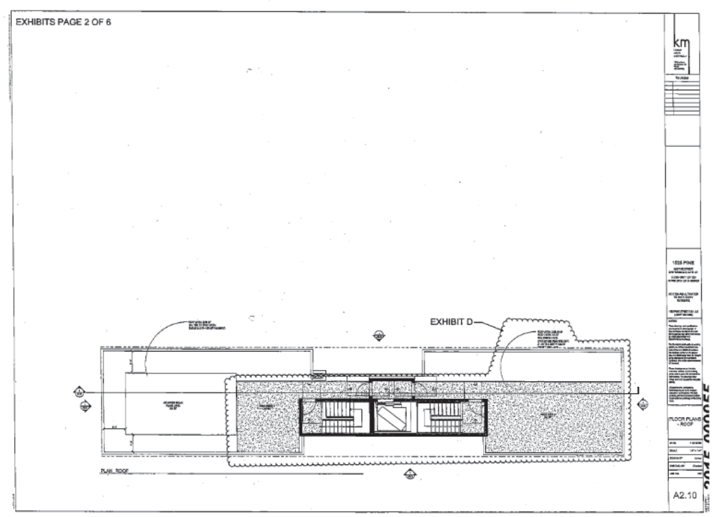
Flow data provided by: LAU Date Forwarded: 10/16/19

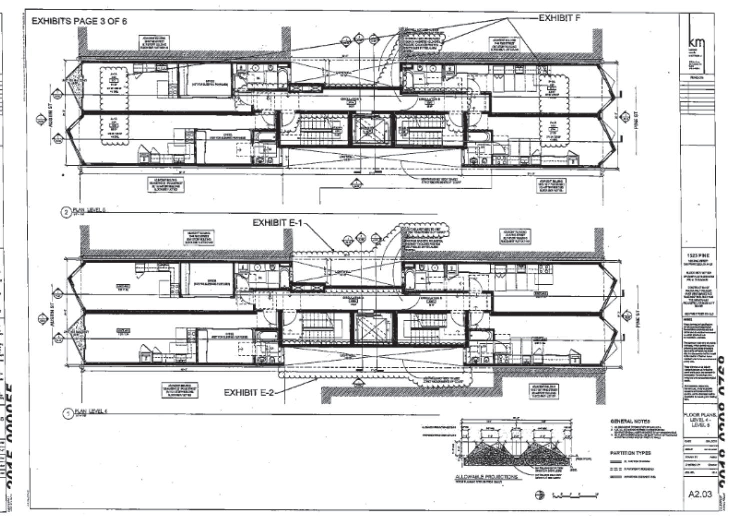
Flow data: FIELD FLOW TEST ___ RECORDS ANALYSIS X

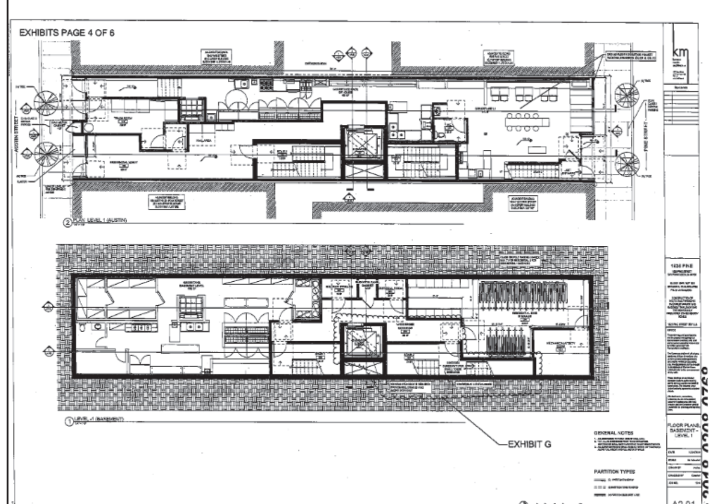
STATIC 77 PSI
RESIDUAL 75 PSI
FLOW 1097 GPM
8 " MAIN on Pine

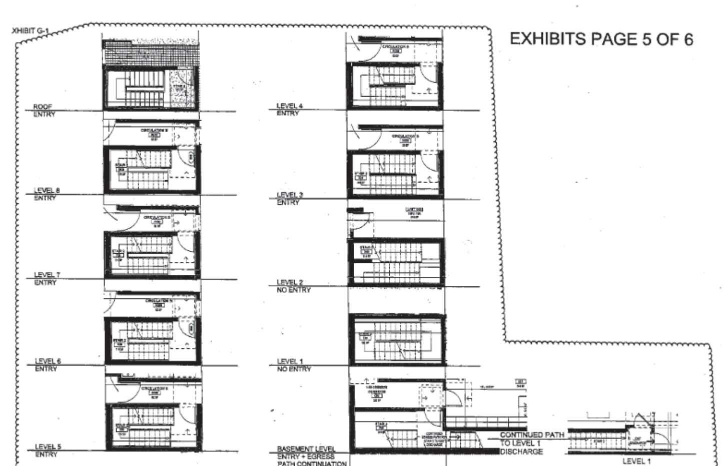
Gate Page 9

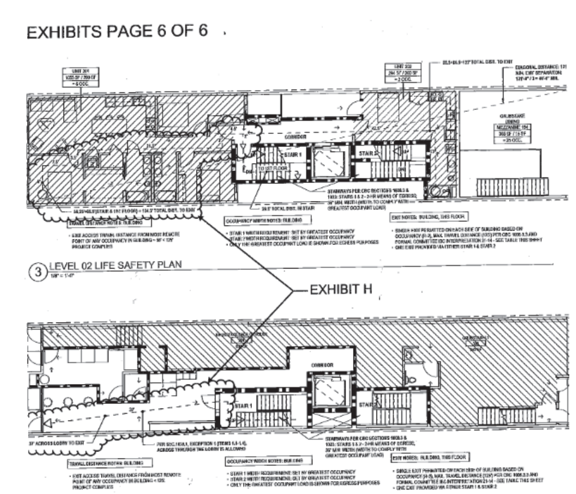












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kerman morris architects LLP

Revisions

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EDWARD DAVIS MORRIS
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STATE OF CALIFORNIA

1525 PINE
1525 PINE STREET
SAN FRANCISCO, CA 94109

BLOCK 0667 / LOT 020
SFDBI BPA: 2018-0208-0768
PRJ #: 2015-009955

CONSTRUCTION OF MULTI-FAMILY HOUSING OVER RESTAURANT AND BASEMENT IMPLEMENTING THE INDIVIDUALLY REQUESTED STATE DENSITY BONUS

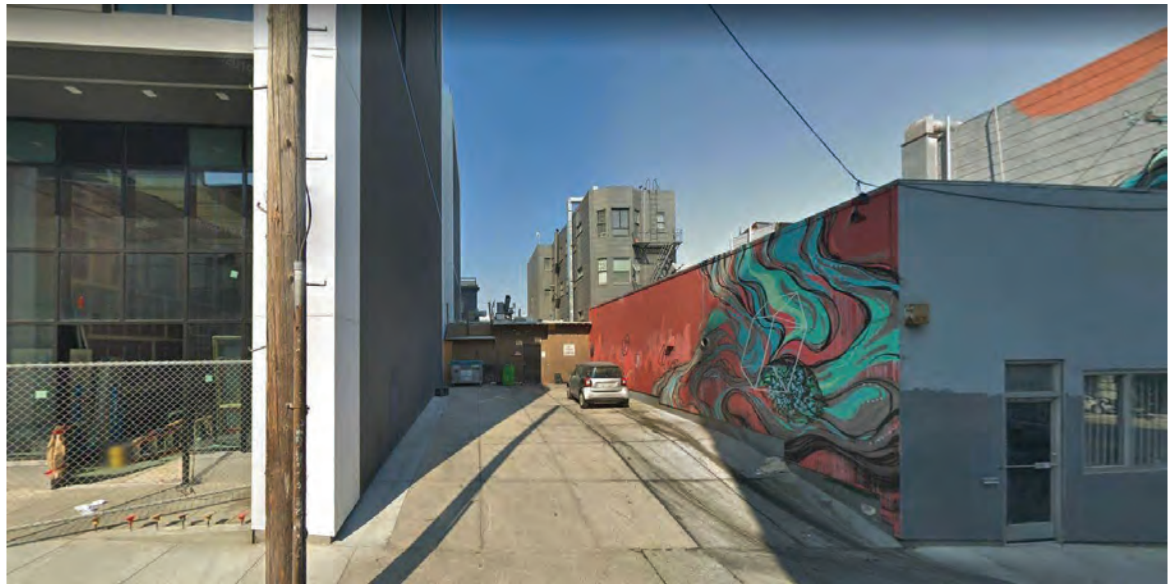
1525 PINE STREET DEV LLC

FIRE FLOW & DBI PRE-APP MEETING SUMMARY

DATE	04/20/2021
SCALE	
DRAWN BY	Author
CHECKED BY	Checker
JOB NO.	1914

G0.60

DBI PERMIT APPLICATION NUMBER: **2018-0208-0768**

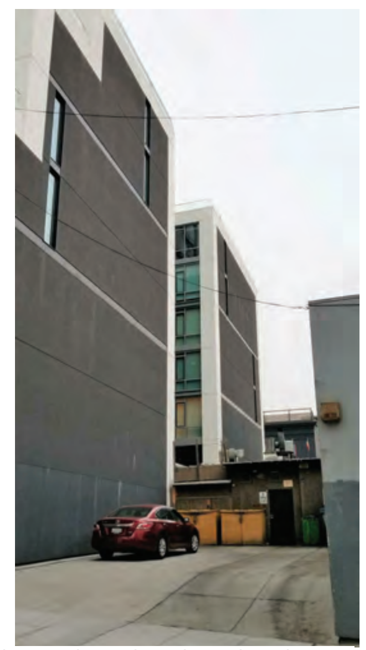


ADJACENT PROPERTY 1545 PINE ST | SUBJECT PROPERTY 1525 PINE ST | ADJACENT PROPERTY 106 AUSTIN ST

BUILDING ON THE SAME SIDE OF AUSTIN STREET

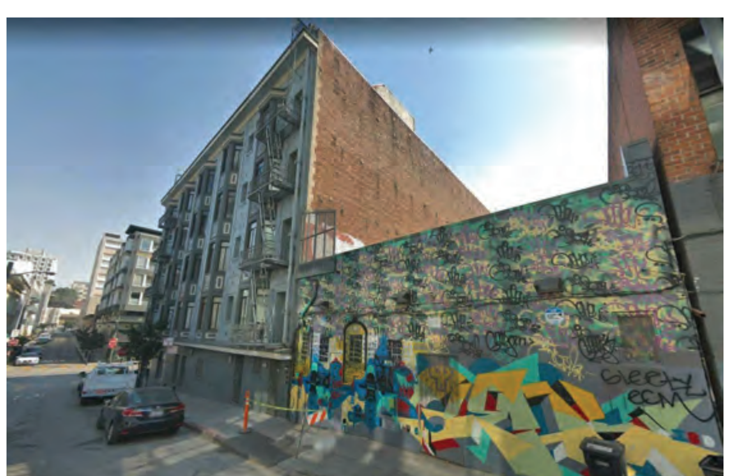
ADJACENT PROPERTY 1515 PINE ST | SUBJECT PROPERTY 1525 PINE ST | ADJACENT PROPERTY 1545 PINE ST

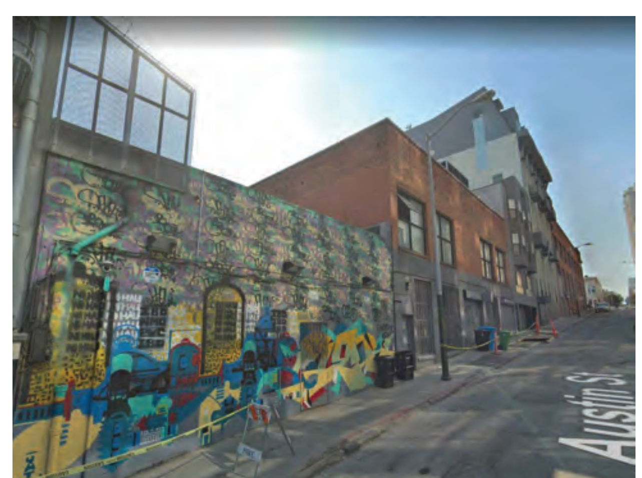
BUILDING ON THE SAME SIDE OF PINE STREET



EXPANDED VIEW OF BUILDINGS ON THE SAME SIDE OF AUSTIN STREET

EXPANDED VIEW OF BUILDINGS ON THE SAME SIDE OF PINE STREET





1301-1327 POLK ST | 1424 & 1428 BUSH ST | 1424 & 1428 BUSH ST | 1430 BUSH ST

BUILDING ON THE OPPOSITE SIDE OF AUSTIN STREET

1500 VAN NESS AVE | 1528 & 1540 PINE ST | 1401 & 1409 POLK ST

BUILDING ON THE OPPOSITE SIDE OF PINE STREET

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Revisions

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BLOCK 0667 / LOT 020
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CONSTRUCTION OF MULTI-FAMILY HOUSING OVER RESTAURANT AND BASEMENT IMPLEMENTING THE INDIVIDUALLY REQUESTED STATE DENSITY BONUS

1525 PINE STREET DEV LLC

NOTICE

The Contractor shall verify all existing conditions. Written dimensions take preference over scaled dimensions and shall be verified on the project site. Any discrepancy shall be brought to the attention of Kerman Morris Architects prior to the commencement of any work.

These drawings are an industry standards builders set for building permit and to assist the contractor in construction. The drawings show limited and only representative/typical details.

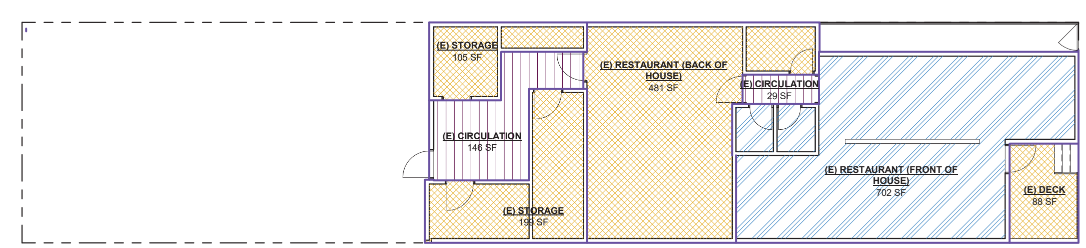
All attachments, connections, fastenings,etc, are to be properly secured in conformance with best practice, and the Contractor shall be responsible for providing and installing them.

SITE PHOTOS

DATE	04/20/2021
SCALE	
DRAWN BY	Author
CHECKED BY	Checker
JOB NO.	1914

G1.10

DBI PERMIT APPLICATION NUMBER: **2018-0208-0768**



1 EXISTING GROSS AREA - LEVEL 01 (PINE)
1/8" = 1'-0"

EXISTING GROSS AREA

AREA TYPE PER CODE	Area Included in Gross
ASSEMBLY	702 SF
BUSINESS	784 SF
CIRCULATION	175 SF
	1661 SF

ASSEMBLY
BUSINESS
CIRCULATION

NOTE: FOR ADDITIONAL INFORMATION SEE PLANNING SCHEDULES ON G0.03

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Revisions

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CONSTRUCTION OF MULTI-FAMILY HOUSING OVER RESTAURANT AND BASEMENT IMPLEMENTING THE INDIVIDUALLY REQUESTED STATE DENSITY BONUS

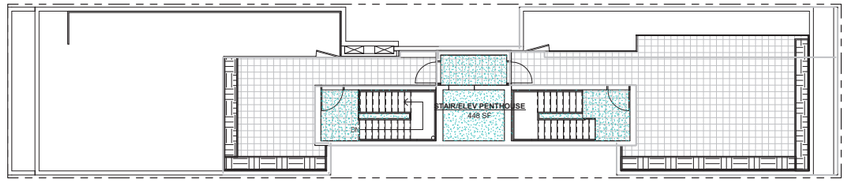
1525 PINE STREET DEV LLC

GROSS BUILDING PLANS - EXISTING

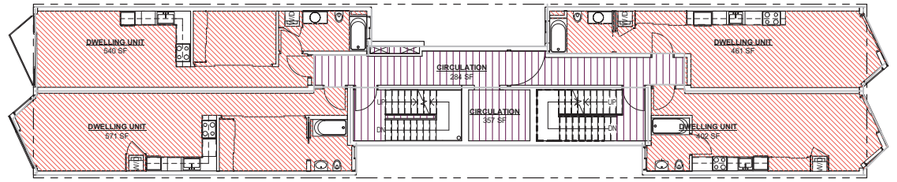
DATE	04/20/2021
SCALE	1/8" = 1'-0"
DRAWN BY	Author
CHECKED BY	Checker
JOB NO.	1914

G1.20

DBI PERMIT APPLICATION NUMBER:
2018-0208-0768



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



5 LEVEL 03
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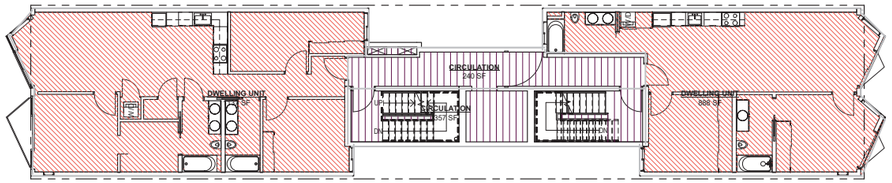

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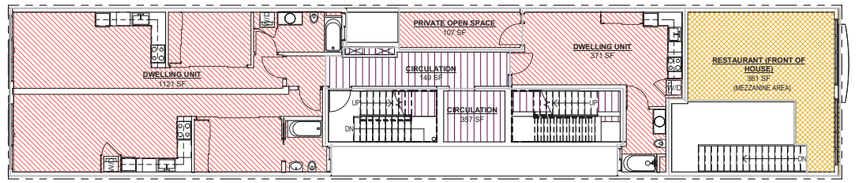

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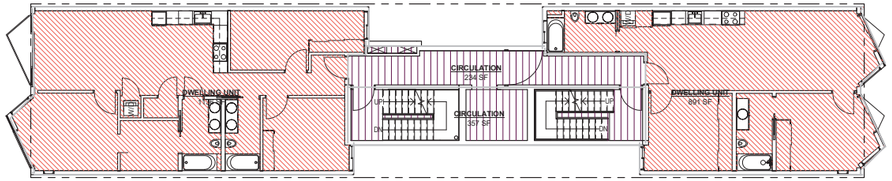

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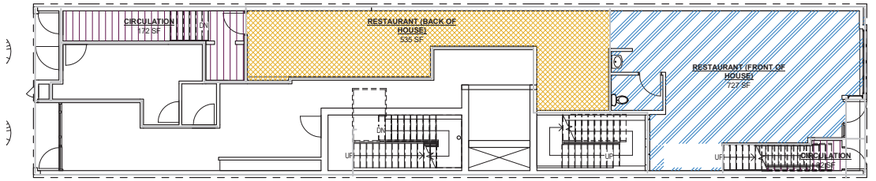

3 LEVEL 01 (PINE)
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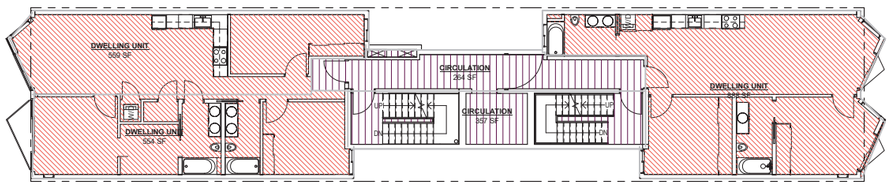

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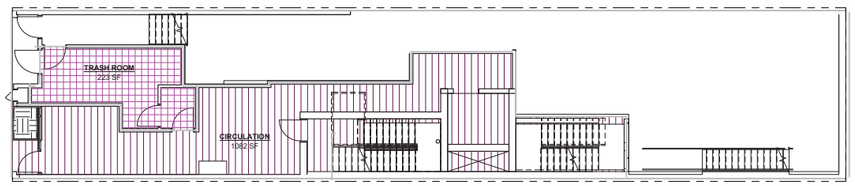

2 LEVEL 01 (AUSTIN)
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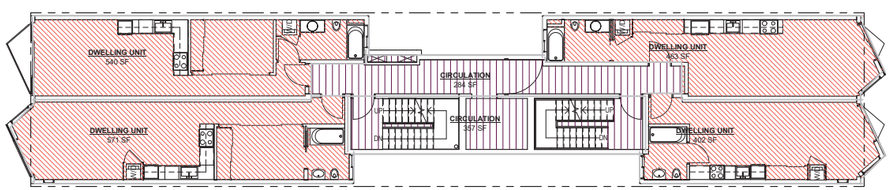

7 LEVEL 05
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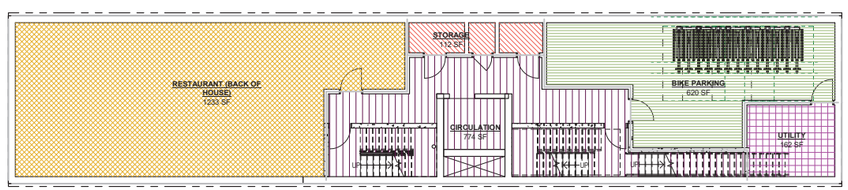

1 BASEMENT -1
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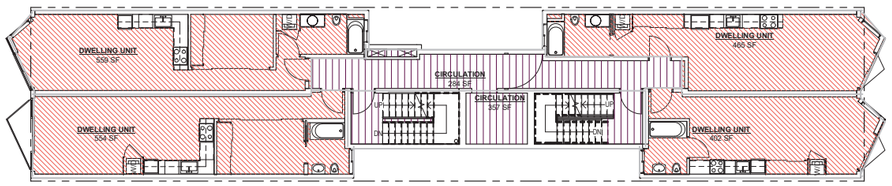

6 LEVEL 04
1/8" = 1'-0"

PROPOSED GROSS AREA

PER SF PLANNING CODE DEFINITION OF "FLOOR AREA, GROSS" IN SEC. 102

AREA TYPE PER CODE	AREA INCLUDE IN GROSS
ASSEMBLY	727 SF
BUSINESS	1768 SF
BUSINESS	361 SF
CIRCULATION	6348 SF
RESIDENTIAL	13476 SF
RESIDENTIAL	112 SF
Grand total	22792 SF

NOTE: FOR ADDITIONAL INFORMATION SEE PLANNING SCHEDULES ON G0.03

- ACCESSORY BICYCLE PARKING (EXEMPT)
- ACCESSORY BUILDING OPERATIONS & MAINTENANCE (EXEMPT)
- ASSEMBLY
- BUSINESS
- CIRCULATION
- CIRCULATION FOR ACCESSORY ROOF DECK & MECHANICAL (EXEMPT)
- RESIDENTIAL

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Revisions

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6-30-23
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SAN FRANCISCO, CA 94109

BLOCK 0667 / LOT 020
SFDBI BPA: 2018-0208-0768
PRJ #: 2015-009955

CONSTRUCTION OF MULTI-FAMILY HOUSING OVER RESTAURANT AND BASEMENT IMPLEMENTING THE INDIVIDUALLY REQUESTED STATE DENSITY BONUS

1525 PINE STREET DEV LLC

GROSS BUILDING PLANS - PROPOSED

DATE	04/20/2021
SCALE	1/8" = 1'-0"
DRAWN BY	Author
CHECKED BY	Checker
JOB NO.	1914

G1.21

2018-0208-0768
SDBI PERMIT APPLICATION NUMBER:

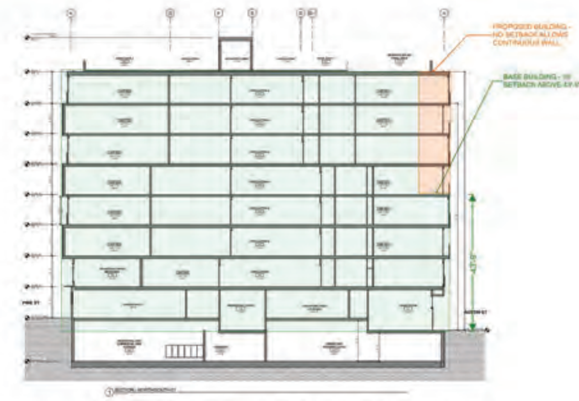
PER CODE SECTION 145.1(c)(4): GROUND FLOOR CEILING HEIGHT HAS MIN. 14' FLOOR TO FLOOR HEIGHT FOR NON-RESIDENTIAL USES

SDB REQUEST: 10' FLOOR TO FLOOR HEIGHT AT MEZZANINE ABOVE REIMAGINED GRUBSTAKE "LUNCH WAGON

1525 PINE STREET (2015-009955PRJ): NON-RESIDENTIAL GROUND FLOOR HEIGHT

PER CODE SECTION 261.1: AUSTIN ST (35' WIDTH) - FACADE SET BACK MIN 10' ABOVE: 1.25 * 35' = 43'-9"

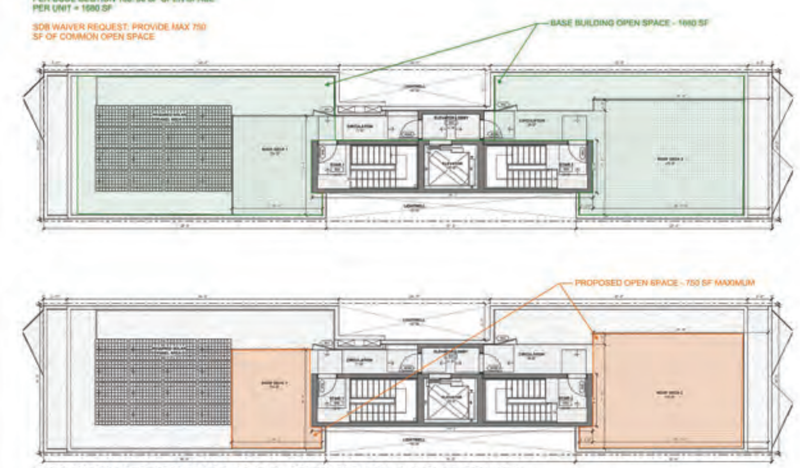
SDB REQUEST: NO SETBACK OF STREET WALL ABOVE 43'-9"



1525 PINE STREET (2015-009955PRJ): SETBACKS FOR NARROW STREETS

PER CODE SECTION 135: 80 SF OPEN SPACE PER UNIT = 1680 SF

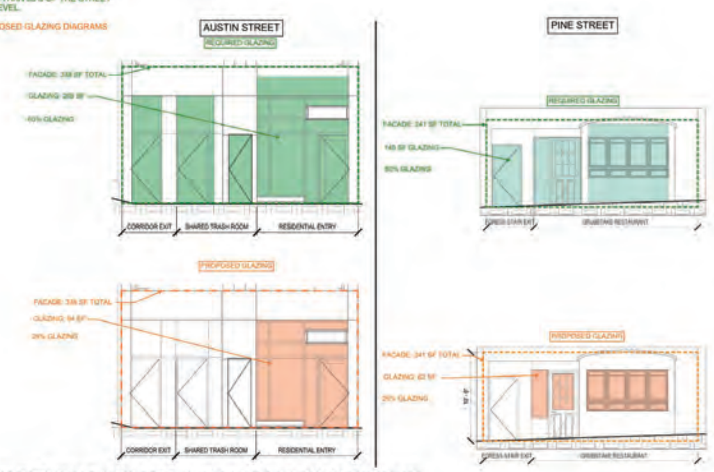
SDB WAIVER REQUEST: PROVIDE MAX 750 SF OF COMMON OPEN SPACE



1525 PINE STREET (2015-009955PRJ): USABLE OPEN SPACE

PER CODE SECTION 145.1(c)(6): FRONTAGES WITH ACTIVE USES THAT ARE NOT PDR MUST BE FENESTRATED WITH TRANSPARENT WINDOWS AND DOORWAYS FOR NO LESS THAN 60% OF THE STREET FRONTAGE AT GROUND LEVEL.

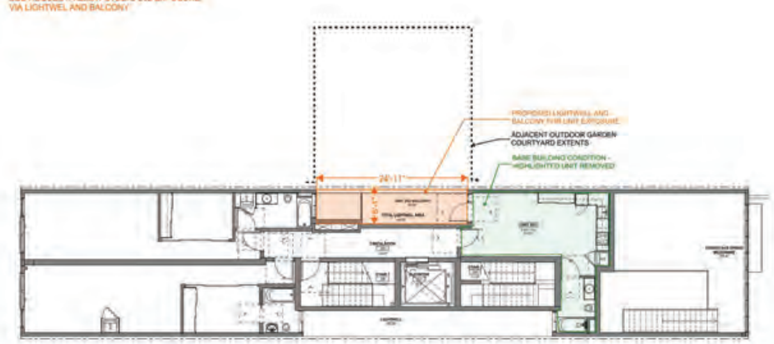
SDB REQUEST: SEE PROPOSED GLAZING DIAGRAMS



1525 PINE STREET (2015-009955PRJ): TRANSPARENCY MINIMUM

PER CODE SECTION 140: EVERY UNIT TO OPEN ONTO PUBLIC WAY, COMPLYING REAR YARD, OR OPEN SPACE OF MIN. 25' IN ANY DIRECTION

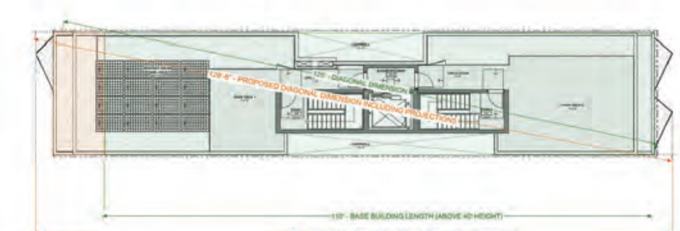
SDB REQUEST: ALLOW STUDIO 202 EXPOSURE VIA LIGHTWEL AND BALCONY



1525 PINE STREET (2015-009955PRJ): DWELLING UNIT EXPOSURE

PER CODE SECTION 270:
MAX BUILDING LENGTH - 110' (APPLICABLE OVER 40' HEIGHT)
MAX DIAGONAL DIMENSION - 125'

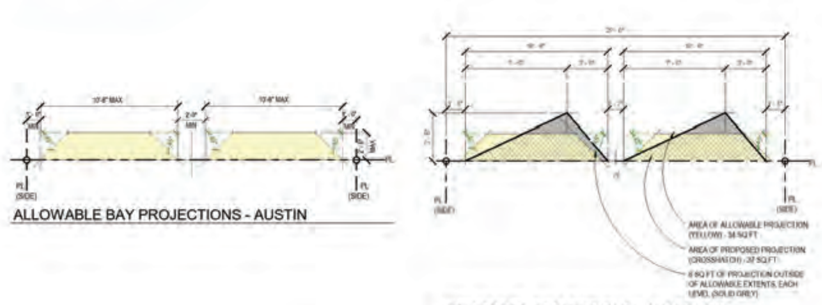
SDB REQUEST:
BUILDING LENGTH - 120'
DIAGONAL DIMENSION - 128'-8"



1525 PINE STREET (2015-009955PRJ): BULK

PER CODE SECTION 136: OVER NARROW STREET WITH NARROW SIDEWALK PROJECTIONS CONSTRAINED TO 2' OVERHANG. SEE "ALLOWABLE BAY PROJECTIONS - AUSTIN" DIAGRAM BELOW

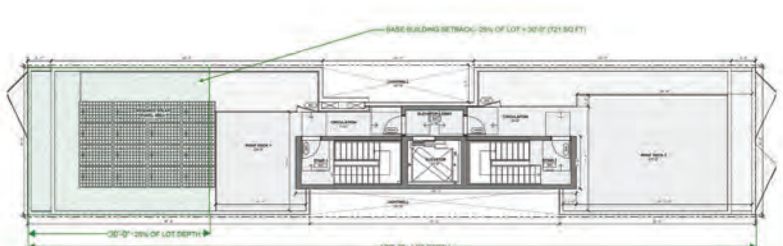
SDB REQUEST: SEE "PROPOSED PROJECTION EXTENTS - AUSTIN STREET" DIAGRAM



1525 PINE STREET (2015-009955PRJ): BAY PROJECTION

PER CODE SECTION 134: 25% OF LOT SETBACK FOR REAR YARD

SDB REQUEST: NO REAR YARD SETBACK

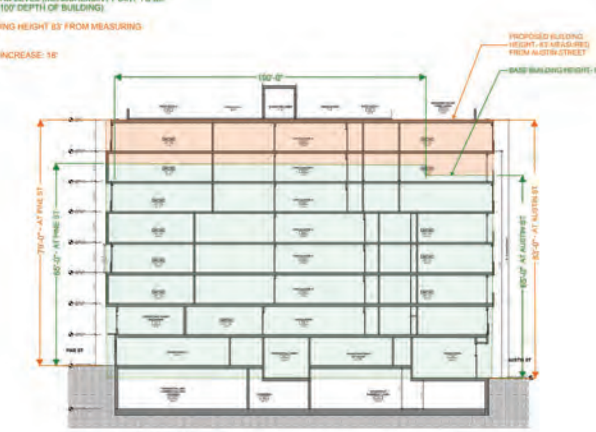


1525 PINE STREET (2015-009955PRJ): REAR YARD REQUIREMENT

PER CODE SECTION 260(a): MAX BUILDING HEIGHT 65', MEASURED FROM CURB LEVEL (MEASUREMENT POINT TO BE USED FOR MAXIMUM 100' DEPTH OF BUILDING)

SDB REQUEST: BUILDING HEIGHT 83' FROM MEASURING POINT ON AUSTIN ST

REQUESTED HEIGHT INCREASE: 18'



1525 PINE STREET (2015-009955PRJ): BUILDING HEIGHT

WAIVER DIAGRAMS (FOR SUMMARY OF WAIVERS REQUESTED SEE G0.03)

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Revisions

LICENSED ARCHITECT C-24585 STATE OF CALIFORNIA

1525 PINE

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SAN FRANCISCO, CA 94109

BLOCK 0667 / LOT 020
SFDBI BPA: 2018-0208-0768
PRJ #: 2015-009955

CONSTRUCTION OF MULTI-FAMILY HOUSING OVER RESTAURANT AND BASEMENT IMPLEMENTING THE INDIVIDUALLY REQUESTED STATE DENSITY BONUS

1525 PINE STREET DEV LLC

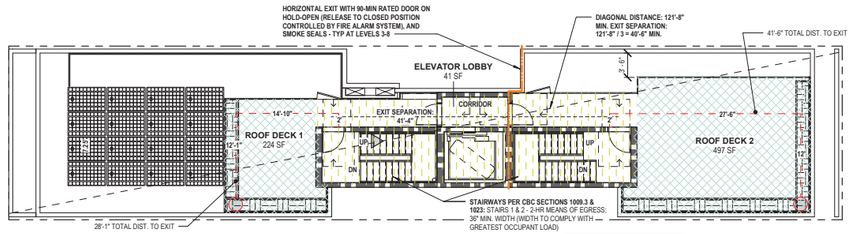
BASE BUILDING DIAGRAMS

DATE	04/20/2021
SCALE	12" = 1'-0"
DRAWN BY	Author
CHECKED BY	Checker
JOB NO.	1914

G1.50

DBI PERMIT APPLICATION NUMBER: **2018-0208-0768**

BIM 360://1525 Pine St/1914_1525 Pine_CENTRAL_R2020_amelie8RZBG.rvt



TRAVEL DISTANCE NOTES: BUILDING

- EXIT ACCESS TRAVEL DISTANCE FROM MOST REMOTE POINT OF ANY OCCUPANCY IN BUILDING = 56' < 125'. PROJECT COMPLIES

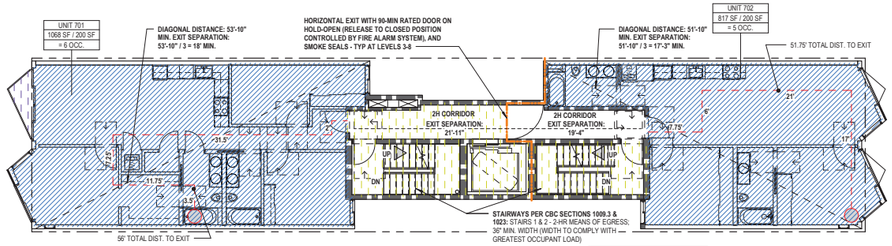
OCCUPANCY WIDTH NOTES: BUILDING

- STAIR 1 WIDTH REQUIREMENT: SET BY GREATEST OCCUPANCY
- STAIR 2 WIDTH REQUIREMENT: SET BY GREATEST OCCUPANCY
- ONLY THE GREATEST OCCUPANT LOAD IS SHOWN FOR EGRESS PURPOSES

EXIT NOTES: BUILDING, THIS FLOOR

- SINGLE EXIT PERMITTED ON EACH SIDE OF BUILDING BASED ON OCCUPANCY (R-2), MAX. TRAVEL DISTANCE (125') PER CBC 1006.3.3 AND FORMAL COMMITTEE IBC INTERPRETATION 21-14 - SEE TABLE THIS SHEET
- ONE EXIT PROVIDED VIA EITHER STAIR 1 & STAIR 2

7 ROOF LIFE SAFETY PLAN
1/8" = 1'-0"



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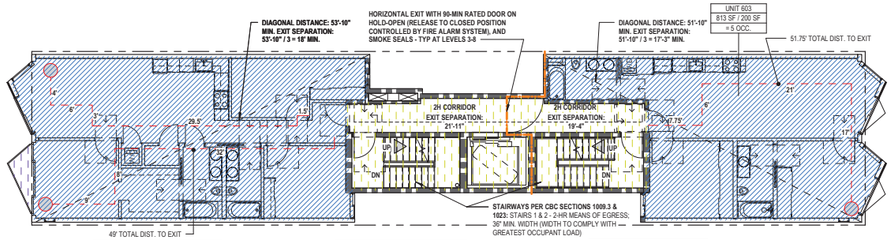
6 LEVELS 7-8 LIFE SAFETY PLAN
1/8" = 1'-0"



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EXIT NOTES: BUILDING, THIS FLOOR

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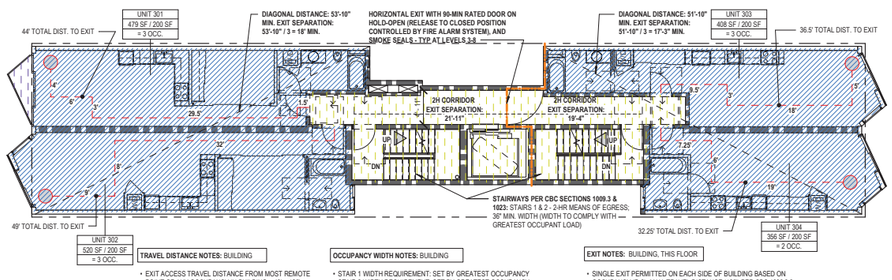
- ONE EXIT PROVIDED VIA EITHER STAIR 1 & STAIR 2

5 LEVEL 6 LIFE SAFETY PLAN
1/8" = 1'-0"



TRAVEL DISTANCE NOTES: BUILDING

- EXIT ACCESS TRAVEL DISTANCE FROM MOST REMOTE POINT OF ANY OCCUPANCY IN BUILDING = 49' < 125' PROJECT COMPLIES

OCCUPANCY WIDTH NOTES: BUILDING

- STAIR 1 WIDTH REQUIREMENT: SET BY GREATEST OCCUPANCY
- STAIR 2 WIDTH REQUIREMENT: SET BY GREATEST OCCUPANCY
- ONLY THE GREATEST OCCUPANT LOAD IS SHOWN FOR EGRESS PURPOSES

EXIT NOTES: BUILDING, THIS FLOOR

- SINGLE EXIT PERMITTED ON EACH SIDE OF BUILDING BASED ON OCCUPANCY (R-2), MAX. TRAVEL DISTANCE (125') PER CBC 1006.3.3 AND FORMAL COMMITTEE IBC INTERPRETATION 21-14 - SEE TABLE THIS SHEET
- ONE EXIT PROVIDED VIA EITHER STAIR 1 & STAIR 2

4 LEVELS 3-5 LIFE SAFETY PLAN
1/8" = 1'-0"

FIRE / LIFE SAFETY PLAN LEGEND

PARTITION / WALL / STRUCTURE

- NON-RATED
- 1-HR RATED
- 2-HR RATED
- 3-HR RATED

- REFER TO LIFE SAFETY PLANS AND WALL TYPES FOR ADDITIONAL INFORMATION

- # OCC. — EGRESS PATH OF TRAVEL (WITH OCC.)
- CPET — COMMON PATH OF EGRESS TRAVEL
- EXIT ACCESS TRAVEL DISTANCE
- PATH OF TRAVEL FROM EERO TO EGRESS PATH OF TRAVEL
- B2 — VERTICAL CONTINUATION OF EGRESS AT GROUND FROM EERO ABOVE OR BELOW
- DIAGONAL DIMENSION OF BUILDING & EXIT SEPARATION DISTANCE
- 2H RATED BUILDING SEPARATION PATH

OCCUPANCY LEGEND

- CIRCULATION
- RESTAURANT
- DWELLING UNIT
- STORAGE
- UTILITY
- PRIVATE OPEN SPACE
- COMMON OPEN SPACE

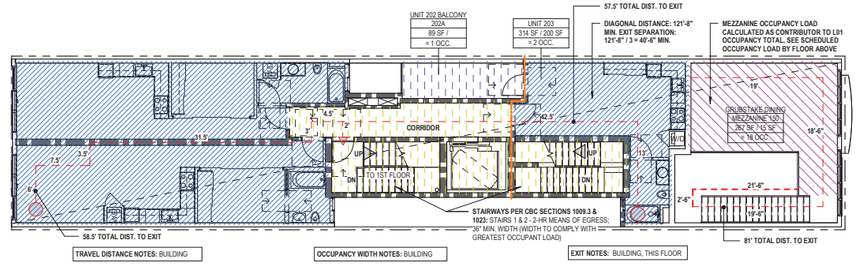
EGRESS PLAN GENERAL NOTES

1. CORRIDORS AND ACCESIBLE ROUTES SHALL COMPLY WITH:
   - ENTRANCE SIGNAGE PER CBC SECTION 1110A.2
   - GLUE-DOWN CARPET PER CBC SECTION 1110A.3 & SECCTION 804.4.2
   - LEVEL CHANGES SHALL NOT EXCEED PER CBC SECTIONS 1111A & 1121A
   - SLOPES SHALL NOT EXCEED 5% PER CBC SECTION 1111A
   - MINIMUM WIDTH PER CBC SECTIONS 1119A.3
   - EXIT DISCHARGE SHALL COMPLY WITH CBC SECTION 1028.1
   - EXIT ENCLOSURES TO COMPLY WITH CBC SECTIONS 1022.1 & 1023.1 - NO FURNISHING WILL BE ALLOWED
2. STAIRWAYS SHALL COMPLY WITH:
   - ENCLOSURES PER CBC SECTION 1022
   - SIGNAGE PER CBC SECTION 1023.8 & 1023.9
   - TREADS, RISERS AND NOSING PER CBC SECTIONS 1123A
   - STRIPING PER CBC SECTIONS 1123A.5
   - BUILDING TO BE EQUIPPED WITH EMERGENCY VOICE ALARM SYSTEM.
3. AREAS OF REFUGE **NOT** REQUIRED PER CBC 1009.3, EXCEPTION 5 & 1009.3, EXCEPTION 8
4. DOOR FIRE RATING:
   AT 1-HOUR WALLS:
   - 20-MINUTE FIRE-RATED DOORS - CORRIDORS
   - 45-MINUTE FIRE-RATED DOORS - PROTECTED OPENINGS

   AT 2-HOUR WALLS:
   - 90-MINUTE FIRE-RATED DOORS - STAIR ENCLOSURES

OCCUPANCY LOAD BY FLOOR

LEVEL	AREA	OCCUPANT LOAD
BASEMENT -1	1640 SF	13
LEVEL 1	1311 SF	49
LEVEL 02	1380 SF	5
LEVEL 03	1763 SF	11
LEVEL 04	1763 SF	11
LEVEL 05	1763 SF	11
LEVEL 06	1788 SF	11
LEVEL 07	1885 SF	11
LEVEL 08	1878 SF	11
ROOF	720 SF	47



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EXIT NOTES: BUILDING, THIS FLOOR

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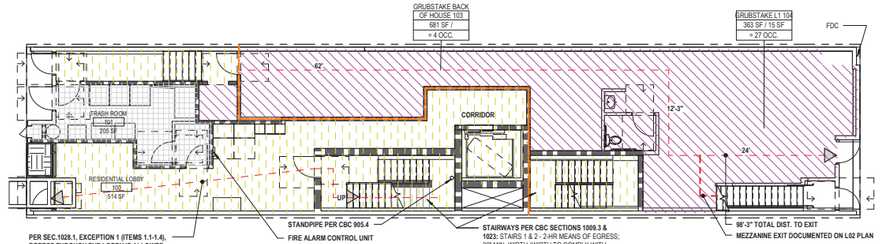
3 LEVEL 2 LIFE SAFETY PLAN
1/8" = 1'-0"



TRAVEL DISTANCE NOTES: BUILDING

- EXIT ACCESS TRAVEL DISTANCE FROM MOST REMOTE POINT OF ANY OCCUPANCY IN BUILDING = 56' < 125' PROJECT COMPLIES
- EXIT ACCESS TRAVEL DISTANCE AT 8 OCCUPANCY < 100'. PROJECT COMPLIES.

OCCUPANCY WIDTH NOTES: BUILDING

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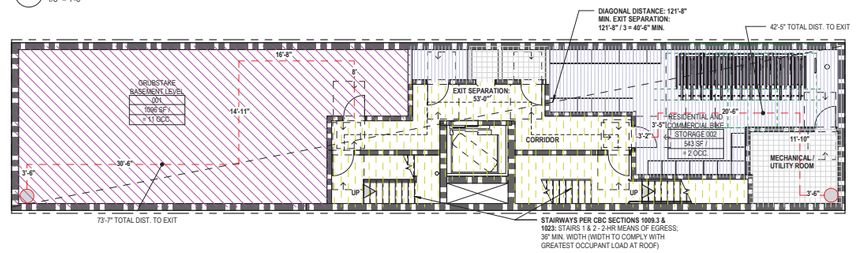
- ONE EXIT PROVIDED VIA EITHER STAIR 1 & STAIR 2

2 LEVEL 1 LIFE SAFETY PLAN
1/8" = 1'-0"



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1 BASEMENT LEVEL LIFE SAFETY PLAN
1/8" = 1'-0"

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Revisions

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1525 PINE

1525 PINE STREET
SAN FRANCISCO, CA 94109

BLOCK 0667 / LOT 020
SFDBI BPA: 2018-0208-0768
PRJ #: 2015-009955

CONSTRUCTION OF MULTI-FAMILY HOUSING OVER RESTAURANT AND BASEMENT IMPLEMENTING THE INDIVIDUALLY REQUESTED STATE DENSITY BONUS

1525 PINE STREET DEV LLC

NOTICE

EGRESS / PATH OF TRAVEL SITE PLAN

DATE	04/20/2021
SCALE	1/8" = 1'-0"
DRAWN BY	Author
CHECKED BY	Checker
JOB NO.	1914

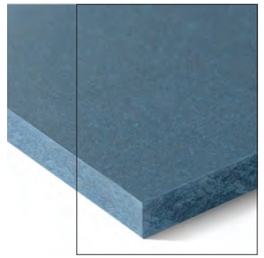
G2.00

2018-0208-0768
DBI PERMIT APPLICATION NUMBER

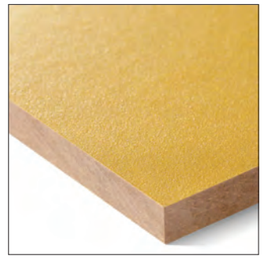
PINE STREET CONTEXT

AUSTIN STREET CONTEXT

FINISH MATERIALS



CEMENTITIOUS PANEL - COLOR A



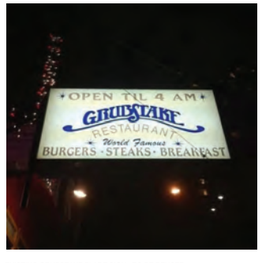
CEMENTITIOUS PANEL - COLOR B

CEMENTITIOUS PANEL OR STUCCO WITH REVEALS - EAST AND WEST PROPERTY LINE WALLS

ALUMINUM OR VPI DOORS / WINDOWS

CEMENT PLASTER / GRUBSTAKE

GRUBSTAKE YELLOW DOOR - TO BE RECREATED



EXISTING GRUBSTAKE BLADE SIGN - TO BE REUSED

EXISTING GRUBSTAKE SIGN - TO BE REUSED

EXISTING GRUBSTAKE WINDOWS - TO BE REUSED

PERFORATED METAL PANEL / GUARDRAIL

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Revisions

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CONSTRUCTION OF MULTI-FAMILY HOUSING OVER RESTAURANT AND BASEMENT IMPLEMENTING THE INDIVIDUALLY REQUESTED STATE DENSITY BONUS

1525 PINE STREET DEV LLC

PROPOSED EXTERIOR PERSPECTIVES & MATERIALS

DATE	04/20/2021
SCALE	
DRAWN BY	Author
CHECKED BY	Checker
JOB NO.	1914

G3.00

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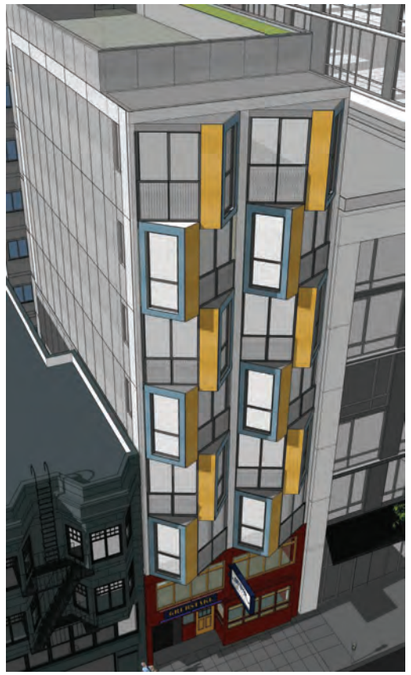
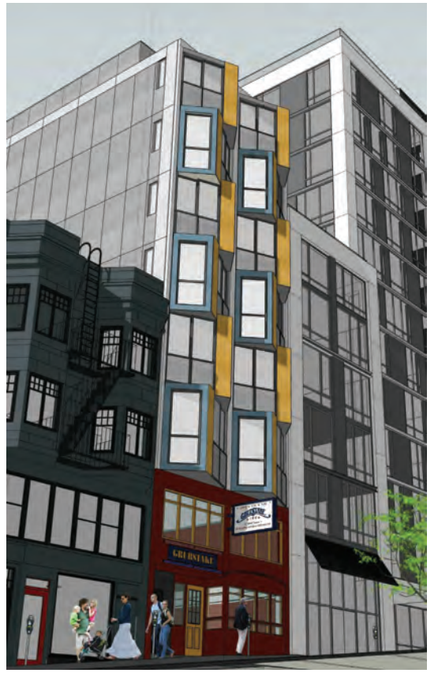
DBI PERMIT APPLICATION NUMBER:

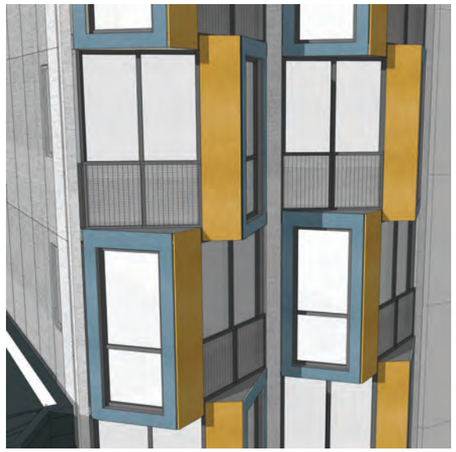
PINE STREET - GRUBSTAKE ENTRY



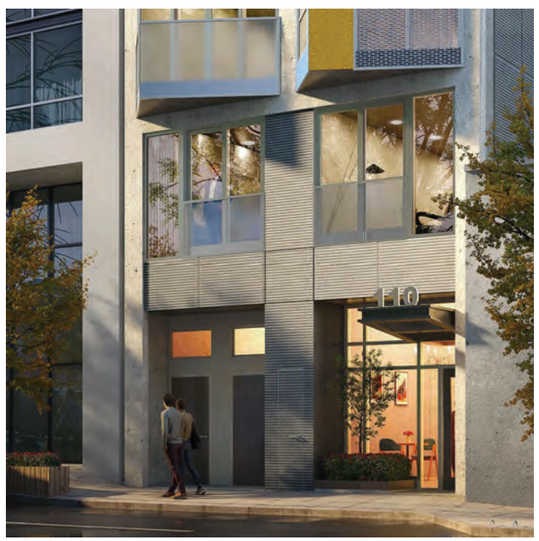
PINE STREET FROM EAST



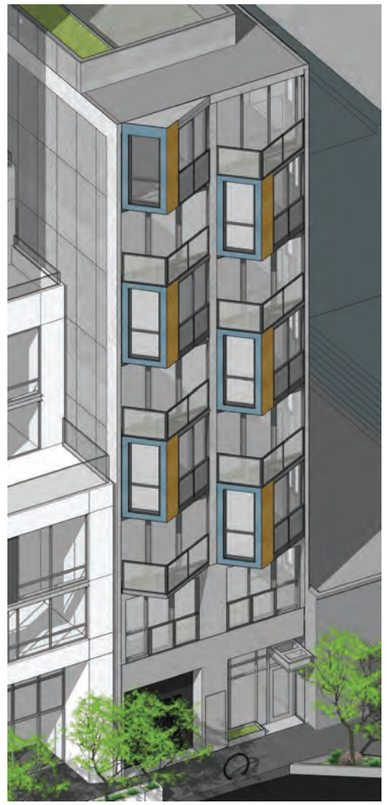
PINE STREET FROM EAST



PINE STREET FACADE CLOSE-UP

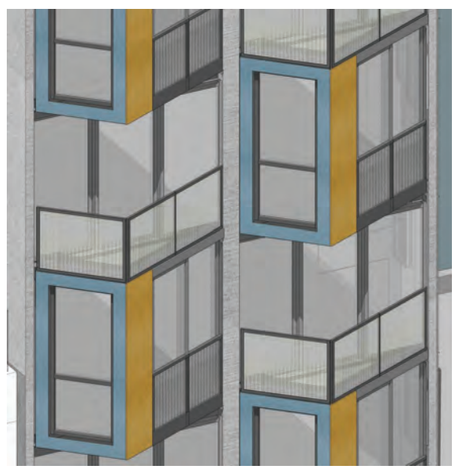


AUSTIN STREET - RESIDENTIAL ENTRY



AUSTIN STREET FROM WEST

AUSTIN STREET FROM EAST



AUSTIN STREET FACADE CLOSE-UP

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Revisions

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1525 PINE STREET DEV LLC

PROPOSED EXTERIOR PERSPECTIVES

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SCALE	
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CHECKED BY	Checker
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G3.01

2018-0208-0768
DBI PERMIT APPLICATION NUMBER:

PRESERVATION MEASURES

(Non-physical)

- Grubstake will continue to serve local Polk Gulch residents and visitors
- Retain menu items & design, condiments and silverware with some enhancements
- Apply to operate late night hours in conditional use application
- Register for legacy business
- Open pop-up dining during construction
- Use good faith efforts to keep existing staff in new restaurant
- Document photos of the original Grubstake as well as interpretive materials and display them in the new space
- Exhibit virtual tour of the original Grubstake in the new space & on the internet

VIRTUAL MUSEUM

https://my.matterport.com/show/?m=yR5VgQDcCTT

PRESERVATION SURVEY

Recommendations:

A Photographic Documentation

B Historic Resource Interpretation

- Permanent Display and/or
- Salvage/Replicate Architectural Features

1) Match footprint/orientation of lunch wagon
2) Match existing scale and proportion of lunch wagon
3) Replicate metal barrel vault ceiling
4) Define interior/exterior relationship with windows
5) Reuse existing windows
6) Reuse/replicate globe lights
7) Reuse/replicate tile, counters, and stools
8) Salvage and restore murals

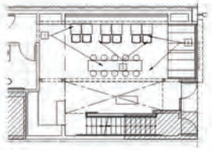
PRESERVATION MEASURES

1 Match footprint/orientation of lunch wagon

The lunch wagon façade was relocated to the ground floor in the exact footprint of the existing. As lunch wagons were originally conceived as movable structures, locating the volume at ground level is important for interpretation.

PRESERVATION MEASURES

2 Match existing scale and proportion of lunch wagon



The scale and proportion of the lunch wagon matches existing and is defined on the interior with changes in finish and ceiling height.

PRESERVATION MEASURES

3 Replicate metal barrel vault ceiling

6 Reuse/replicate globe lights

7 Reuse/replicate tile, counters, and stools

The barrel vault ceiling, symmetrical globe lights, and replica black and white floor tile define the original lunch wagon footprint. The lunch wagon has a unique material palette and color scheme that contrasts with the adjacent restaurant space.

PRESERVATION MEASURES

4 Define interior/exterior relationship with windows

5 Reuse existing windows

Existing windows including green toplites are being salvaged for reinstallation in the lunch wagon façade

PRESERVATION MEASURES

8 Salvage and restore murals

Murals are salvaged for reinstallation in the lunch wagon. Murals are placed above banquette seating, similar to the existing condition.

kerman morris architects LLP
139 Noe Street
San Francisco, CA
94114
415 749 0302

Revisions

LICENSED ARCHITECT
EDWARD DAVID KERMAN
C-24585
EXP. 3-31-23
STATE OF CALIFORNIA

1525 PINE

1525 PINE STREET
SAN FRANCISCO, CA 94109

BLOCK 0667 / LOT 020
SFDBI BPA: 2018-0208-0768
PRJ #: 2015-009955

CONSTRUCTION OF MULTI-FAMILY HOUSING OVER RESTAURANT AND BASEMENT IMPLEMENTING THE INDIVIDUALLY REQUESTED STATE DENSITY BONUS

1525 PINE STREET DEV LLC

GRUBSTAKE PRESERVATION MEASURES

DATE	04/20/2021
SCALE	12" = 1'-0"
DRAWN BY	Author
CHECKED BY	Checker
JOB NO.	1914

G6.00

2018-0208-0768
SFDBI PERMIT APPLICATION NUMBER

Features on Existing Grubstake Restaurant Which Will be Incorporated into the New Grubstake Restaurant Space

The work to remove existing physical features listed below, and to reinstall, will be done by a team of historic preservation conservators and art movers. For example, as to the large mural to be preserved, historic preservation conservators will manage the art movers and coordinate with the demolition contractor prior to the removal. The team will remove, crate, and package the mural. After removal, the mural will be transported to a secure art storage facility where conservation work on the mural will occur.

Conservation work on the mural will be performed in accordance with the *Guidelines for Practice and Code of Ethics* of the American Institute for Conservation.

Photo Documentation – Prior to demolition, the subject property, materials, and surrounding context will be photographed in accordance with Historic American Building Survey ("HABS") standards. Photograph views shall include: (a) contextual views, (b) views of each side of the building and interior views, where possible, (c) oblique views of the building, and (d) detail views of character-defining features.

Historic Resource Interpretation – Permanent display of interpretive materials concerning the history and significance of 1525 Pine Street will be provided. The historic interpretation shall be supervised by a preservation architect and architectural historian and conducted in consultation with an exhibit designer. The interpretive materials shall be placed in a prominent public setting in the new building or in another appropriate public setting.

Virtual Tour – The Grubstake owners have used a virtual reality technology implemented by Matterport Technology to create a lasting 3D tour of the space that will be made available on the restaurant's website. https://matterport.com/industries/. The owners have worked directly with Matterport to conduct this state-of-the-art exhibit.

14869959.1

Features on Existing Grubstake Restaurant Which Will be Incorporated into the New Grubstake Restaurant Space

1. Salvage, restore and reinstall portions of the mural and wood framing which includes (under the direction of original artist Jason Phillips) the following:
   - Cleaning surfaces
   - Removal of graffiti
   - Re-adhering and consolidating paint
   - Filling cracks
   - Color integration
   - Applying protective clear coating
2. Replicate red vinyl booth seating
3. Replicate train car façade
4. Replicate vaulted, curved ceiling
5. Reuse light box signage and neon lights
6. Replicate wooden bar
7. Reuse or replicate decorative lights and side globe lights
8. Retain or replicate tile floor, chrome accents, linear counter and backless stools
9. Attempt to retain "windows" separating original space from newer space
10. Retain menu style
11. Condiments and silverware will remain the same with some enhancements
12. Retain most liked traditional dishes
13. Commit to applying for late night hours (potentially up to 4:00 a.m.) in the conditional use application and extended hours with the entertainment commission and will attempt to operate during those hours
14. Pop-up dining during construction
15. Will use good faith efforts to keep existing staff (who are in good standing with the restaurant ownership) employed in the new restaurant.

14869959.1

Architectural Resources Group

Memorandum

To: Nick Pigott
Managing Partner
Pine Street Development

Project: Grubstake
ARG Project No:
Date: May 24, 2019
Via: Email
From: Lisa Iergovich

Re: 1525 Pine Street, Grubstake Diner

Background
Architectural Resources Group (ARG) was retained by Pine Street Development to provide historic preservation consulting for Grubstake Diner, located at 1525 Pine Street in San Francisco. There are plans to demolish the existing building and develop the site as a seven story mixed use building. The existing restaurant will be relocated in the new building on the ground floor and second floor mezzanine. ARG was asked to provide feedback regarding the feasibility of incorporating existing features of the restaurant into the new construction.

Assessment
ARG representatives visited the site on April 3 and again on April 17 to survey existing materials. The original lunch wagon structure at 1525 Pine Street has features commonly characteristic of the building type that are still intact:

- Small rectilinear layout
- Simple linear single-story massing
- Curved roofline
- Prominent signage
- Metal sash perimeter windows
- Decorative glazing
- Interior layout defined by lunch counter with limited seating

Alterations to the original lunch wagon structure include:

- Replacement of original linear counter with angled wood counter
- Removal of glazing at eastern windows
- Replacement of fixed stools with freestanding stools

Features of interest in the 1975 addition include the murals, which were painted by Jason Philips in 1976. The murals cover the length of the east wall and are painted directly on ½" sheet rock over a layer of thick fuscia pink paint.

Recommendations

1. Photo Documentation – Prior to demolition, the subject property, materials, and surrounding context be photographed in accordance with Historic American Building Survey (HABS) standards. Photograph views shall include (a) contextual views; (b) views of each side of the building and interior views, where possible; (c) oblique views of the building; and (d) detail views of character-defining features.

2. Historic Resource Interpretation – Provide a permanent display of interpretive materials concerning the history and significance of 1525 Pine Street. The historic interpretation shall be supervised by a preservation architect and architectural historian and conducted in consultation with an exhibit designer. The interpretive materials shall be placed in a prominent public setting in the new building or in another appropriate public setting like a community center.

   One option for interpretation is salvaging select architectural features for reuse or replication in the new building. Design considerations include:
   - Incorporate the lunch wagon in a way that respects the original footprint, orientation, and relationship to the street. Locating the "lunch wagon" on the ground floor is preferable.
   - Match the existing scale and proportion of original wagon as closely as possible. The limits of the "lunch wagon" can be defined by physical barriers, such as windows, or change in material, such as floor finish.
   - Replicate metal barrel vault ceiling to create a sense of enclosure.
   - Define the interior/exterior relationship of the "lunch wagon" using windows.
   - Reuse existing windows including green colored toplites where possible. The windows are in good to fair condition and can be restored.
   - Reuse or replicate side globe lights.
   - Retain or recreate characteristic diner features such as the tile floor, linear counter, and backless stools.
   - Salvage, restore, and reinstall murals. Should all the panels not be needed, select murals, like the southernmost "San Francisco" mural, can be salvaged. Contact artist regarding permissions for relocation and potential restoration of murals. Removal would include protecting the murals before cutting out the sheet rock.

Architectural Resources Group

March 20, 2019

Summary of Grubstake Redesign

In April 2018, Architectural Resources Group (ARG) was retained by Pine Street Development to survey the Grubstake Diner at 1525 Pine Street and make recommendations regarding architectural features that could be salvaged for reuse or replicated in the new development. In October, ARG was asked to provide design consultation services to identify opportunities for better incorporating these features into the design. Below is list of ARG's eight recommendations, and detail about how the design was adapted to address them.

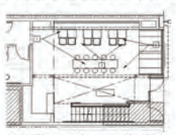
1. Incorporate the lunch wagon in a way that respects the original footprint, orientation, and relationship to the street.

Original: The original design had the arched lunch wagon façade located on the second floor. The façade was at an angle to the property line and did not match the existing footprint.

Revised: The lunch wagon façade was relocated to the ground floor in the exact footprint of the existing. As lunch wagons were originally conceived as movable structures, locating the volume at ground level is important for interpretation.

2. Match the existing scale and proportion of original wagon as closely as possible. The limits of the "lunch wagon" can be defined by physical barriers, such as windows, or change in material, such as floor finish.

Original: The scale of the lunch wagon is not clearly defined on the interior.



Revised: The scale and proportion of the lunch wagon matches existing and is defined on the interior with changes in finish and ceiling height.

3. Replicate metal barrel vault ceiling to create a sense of enclosure.
4. Reuse or replicate side globe lights.
5. Retain or recreate characteristic diner features such as the tile floor, linear counter, and backless stools.
6. Define the interior/exterior relationship of the lunch wagon using windows.

Original: The barrel vault ceiling is not symmetrically defined. The globe lights are inconsistently placed and located on walls outside the barrel vault. The lunch wagon is not defined by unique finishes or colors.

Revised: The barrel vault ceiling, symmetrical globe lights, and replica black and white floor tile define the original lunch wagon footprint. The lunch wagon has a unique material palette and color scheme that contrasts with the adjacent restaurant space.

7. Reuse existing windows including green colored toplites where possible.

Original: New windows had a similar style to existing but did not match in size or location.

Revised: Existing windows including green toplites are being salvaged for reinstallation in the lunch wagon façade.

8. Salvage, restore, and reinstall murals.

Original: Murals were salvaged for reinstallation throughout the restaurant space.

Revised: Murals are salvaged for reinstallation in the lunch wagon. Murals are placed above banquette seating, similar to the existing condition.

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NOTICE

GRUBSTAKE PROJECT FEATURES

DATE	04/20/2021
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G6.01

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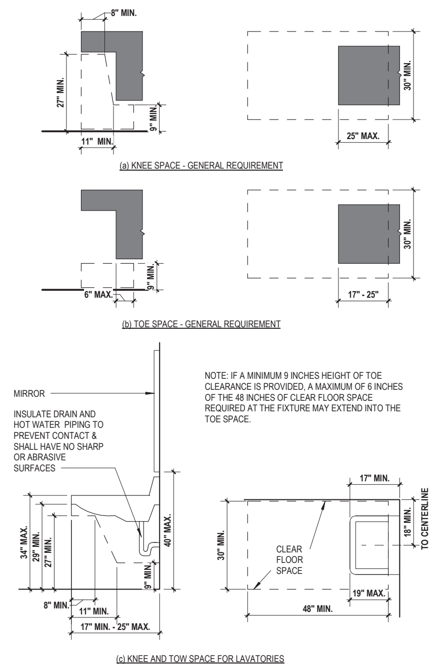
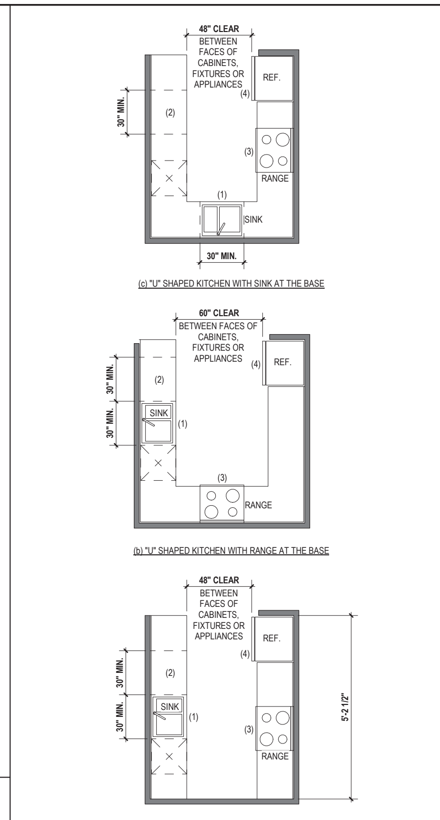


18 KNEE AND TOE SPACE

FIGURE 11A-9D

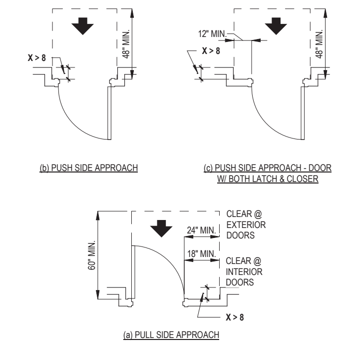


(a) TYPICAL KITCHEN

NOTES:
1. 30-INCH MINIMUM COUNTERTOP SPACE FOR SINK INSTALLATION WITH REMOVABLE BASE CABINET AND FINISH FLOORING BENEATH THE SINK; 30" x 48" MINIMUM CLEAR FLOOR SPACE TO ALLOW PARALLEL OR FORWARD APPROACH.
2. 30-INCH MINIMUM COUNTERTOP FOR WORK SURFACE WITH REMOVABLE BASE CABINET AND FINISH FLOORING BENEATH; 30" x 48" MINIMUM CLEAR FLOOR SPACE TO ALLOW PARALLEL OR FORWARD APPROACH.
3. 30" x 48" MINIMUM CLEAR FLOOR SPACE TO ALLOW PARALLEL APPROACH AT RANGE OR COOKTOP.
4. 30" x 48" CLEAR FLOOR SPACE AT REFRIGERATOR, DISHWASHER, TRASH COMPACTOR OR OTHER APPLIANCES TO ALLOW PARALLEL OR FORWARD APPROACH.

15 KITCHEN SPECIFICATIONS (DWELLING UNITS ONLY)

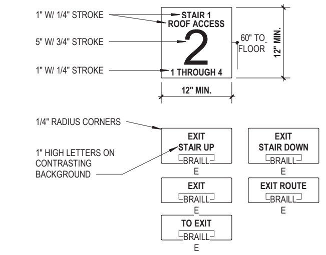
FIGURE 11A-10A



12 MANEUVERING CLEARANCES AT RECESSED DOORS

FIGURE 11A-8C

IDENTIFICATION SIGNS TO COMPLY WITH CBC SECTIONS 1013 & 1143A:
- RAISED ARABIC NUMERAL + CORRESPONDING GRADE II BARILLE
- IDENTIFIES STAIRWAY LOCATION, FLOOR LEVEL NUMBER AND UPPER AND LOWER TERMINUS OF STAIRWAY
- INSTALL ON WALL ADJACENT TO LATCH SIDE OF DOOR
- CONTRASTING CHARACTERS WITH THEIR BACKGROUND ON NON-GLARE SURFACE



8 IDENTIFICATION SIGNS

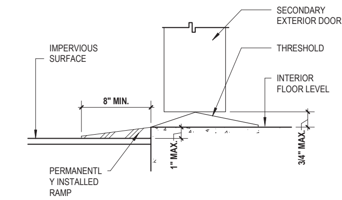
CBC SECTION 1013 & 1143A

MINIMUM 6" SQUARE DECAL LOCATED AT ALL BUILDING ENTRANCES AND VISIBLE TO PERSONS ALONG APPROACHING PEDESTRIAN WAYS. SIGNAGE SHALL COMPLY WITH CBC SECTION 1143A.8 #1.

DIRECTIONAL SIGNAGE TO COMPLY WITH CBC SECTIONS 11B-703.5.4 & 11B-703.5.5 /11B-703.2 & 11B-703.6 REGARDING PROPORTIONS, HEIGHT, FINISH, AND CONTRAST.

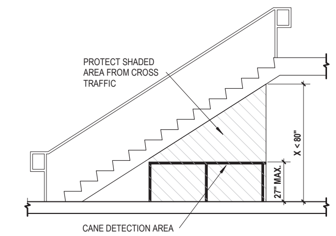
ANCHOR SIGNAGE TO CMU LANDSCAPE WALLS WITH 1/8" EXPANSION BOLTS AND 1/4" STAND-OFF.

4 ACCESSIBILITY SIGNAGE



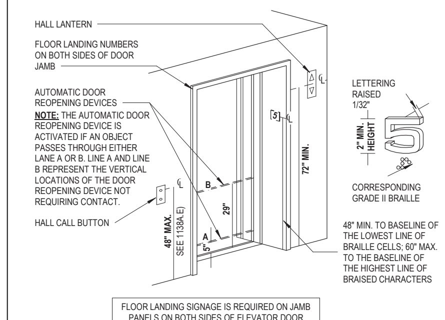
22 RAMP @ SECONDARY EXTERIOR DOOR (DWELLING UNITS ONLY)

FIGURE 11A-8K



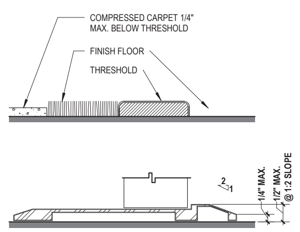
11 VERTICAL CLEARANCE

SECTION 1125A.2



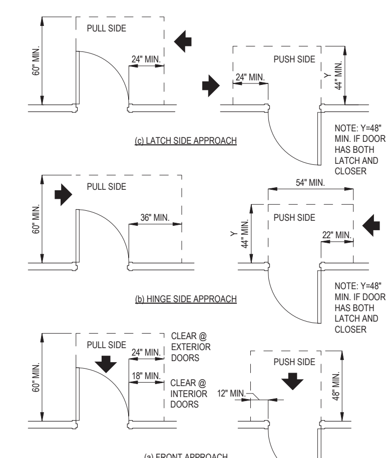
7 HOISTWAY AND ELEVATOR ENTRANCES

FIGURE 11A-7C



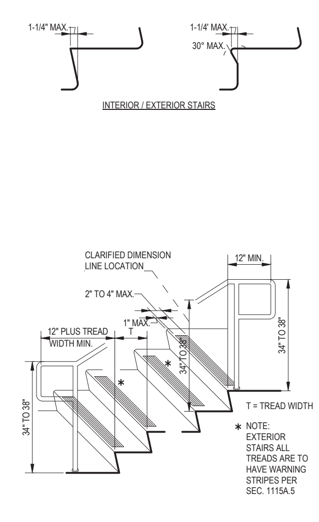
21 THRESHOLDS

FIGURE 11A-8I



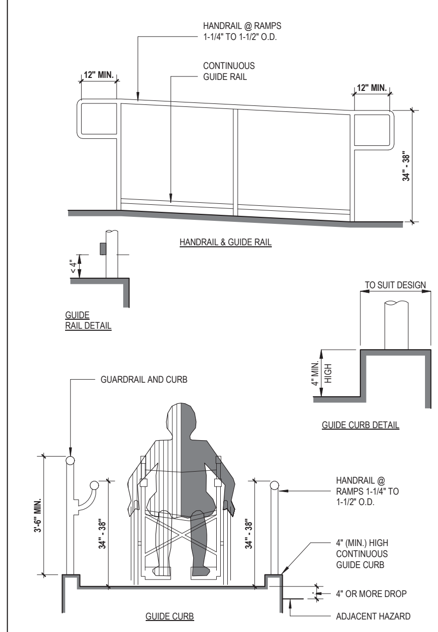
14 MANEUVERING CLEARANCE @ SWINGING DOORS (PUBLIC / COMMON USE AREAS)

FIGURE 11A-8A



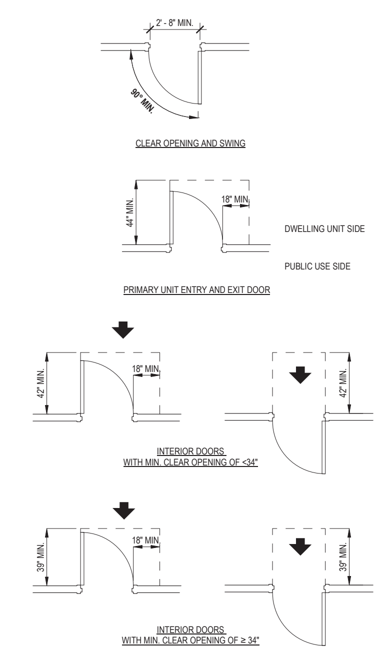
10 WARNING STRIPING AND HANDRAIL EXTENSIONS (PUBLIC/ COMMON USE AREAS)

FIGURES 1115A.4 AND 1123A.4



6 RAMPS

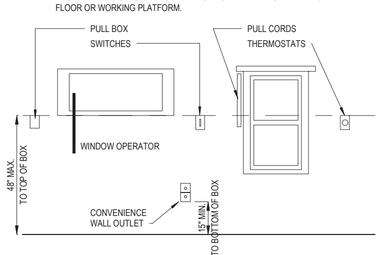
FIGURE 11A-5A



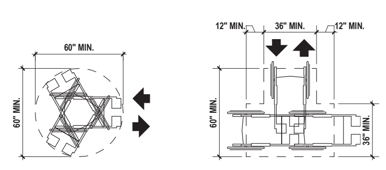
2 MANEUVERING CLEARANCE @ SWINGING DOORS (DWELLING UNITS ONLY)

SECTION 1132A

CONTROLS AND OPERATING MECHANICAMS FOR WINDOWS AND ACCESSORES SHALL BE LOCATED NO MORE THAN 48 INCHES MEASURED FROM THE TOP OF THE OUTLET BOX NOR LESS THAN 15 INCHES MEASURED FROM THE BOTTOM OF THE OUTLET BOX TO THE LEVEL OF THE FINISHED FLOOR OR WORKING PLATFORM.

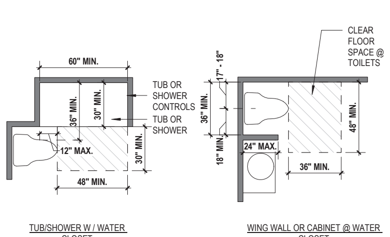


20 CONTROLS, SWITCHES & OUTLETS - HEIGHTS



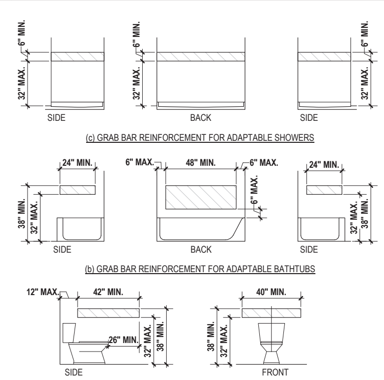
17 WHEEL CHAIR TURNING SPACE

FIGURE 11A-1D



19 ADJACENT BATHROOM FIXTURE CLEARANCES (DWELLING UNITS ONLY)

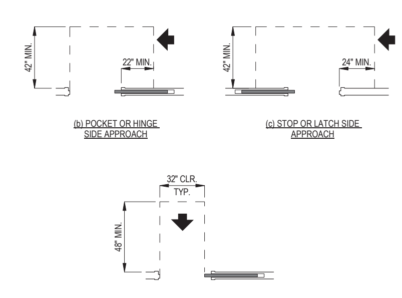
FIGURE 11A-9L & 9M



NOTE: THE LOCATIONS OF REINFORCED AREAS (SHOWN SHADED) FOR FUTURE INSTALLATION OF GRAB BARS; ALL BATHS TO HAVE REINFORCED AREAS AT PLUMBING FIXTURES

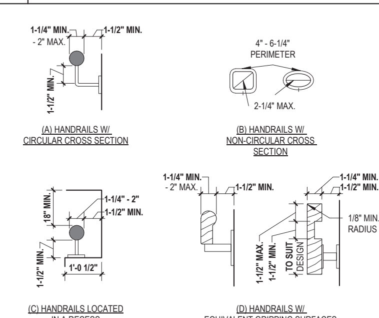
16 WATER CLOSETS / WHEEL CHAIR TURNING SPACE (DWELLING UNITS ONLY)

FIGURE 11A-9G



13 MANEUVERING CLEARANCES AT SLIDING DOORS (PUBLIC / COMMON USE AREAS)

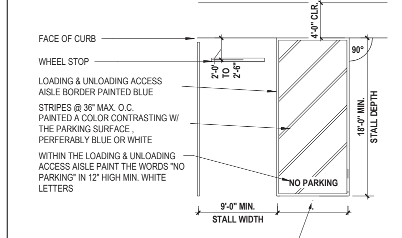
FIGURE 11A-8B



9 HANDRAILS

FIGURE 11A-6B

NOTES:
1. WHEN ONLY ONE ACCESSIBLE SPACE IS PROVIDED, THE ACCESS AISLE SHALL BE ON THE PASSENGER SIDE OF THE PARKING STALL.
2. SLOPE OF PARKING SPACES AND ACCESS AISLES SHALL NOT EXCEED 1:50 (2%) IN ANY DIRECTION.

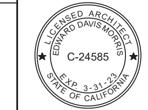


1 ACCESSIBLE PARKING STALLS

FIGURE 11A-2A & 2C

kerman morris architects LLP

Revisions



1525 PINE

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BLOCK 0667 / LOT 020
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1525 PINE STREET DEV LLC

The Contractor shall verify all existing conditions. Written dimensions take preference over scaled dimensions and shall be verified on the project site. Any discrepancy shall be brought to the attention of Kerman Morris Architects prior to the commencement of any work.

These drawings are an industry standards builders set for building permit and to assist the contractor in construction. The drawings show limited and only representative/typical details.

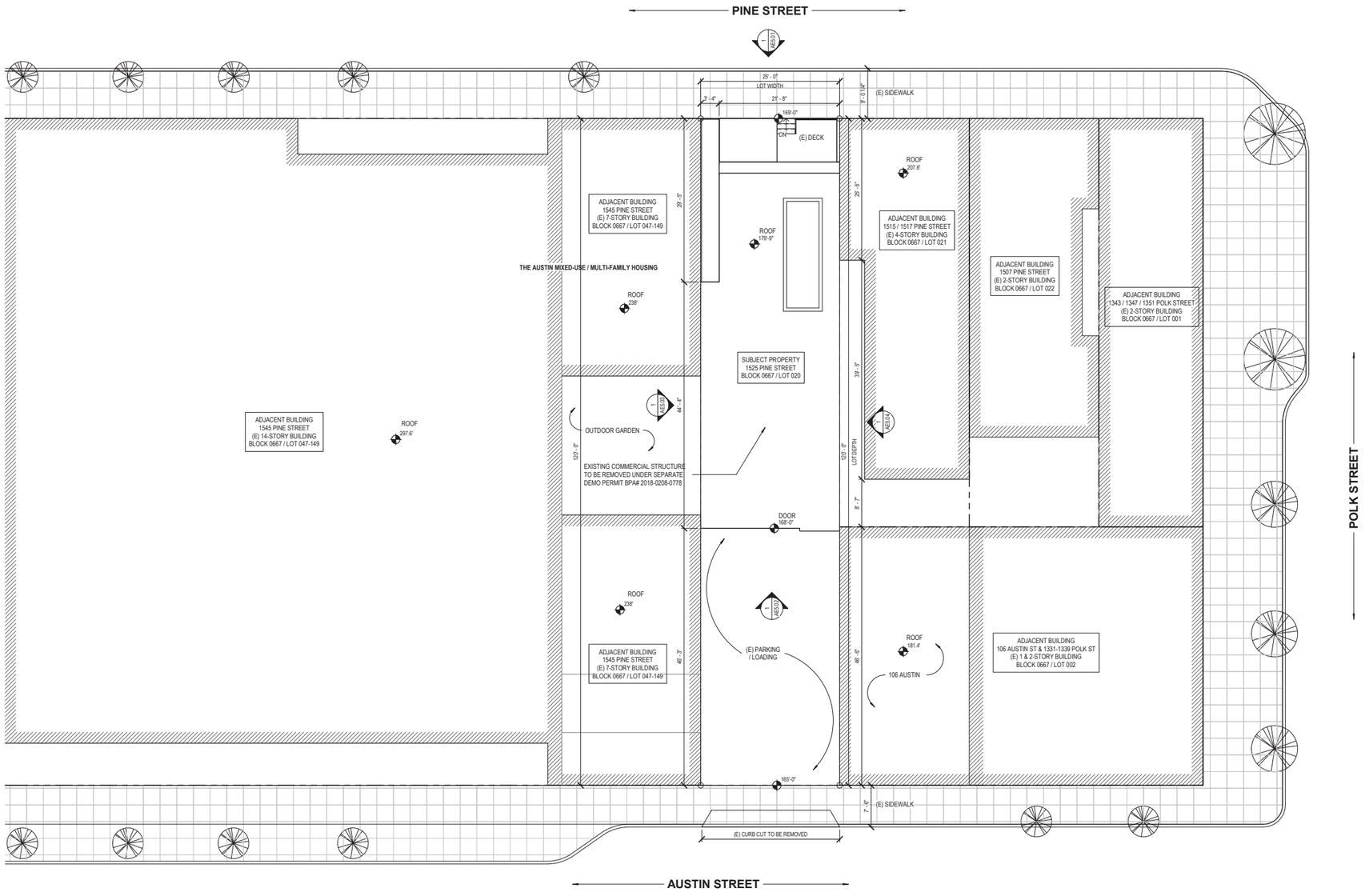
All attachments, connections, fastenings,etc, are to be properly secured in conformance with best practice, and the Contractor shall be responsible for providing and installing them.

GENERAL ACCESSIBILITY REQUIREMENTS

DATE	04/20/2021
SCALE	1/2" = 1'-0"
DRAWN BY	Author
CHECKED BY	Checker
JOB NO.	1914

G9.00

DBI PERMIT APPLICATION NUMBER:
2018-0208-0768



1 EXISTING SITE PLAN
1/8" = 1'-0"

4' 0' 4' 8' 16'

kerman morris architects LLP
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415 749 0302

Revisions

LICENSED ARCHITECT
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C-24585
12-31-21
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1525 PINE STREET DEV LLC

EXISTING SITE PLAN

DATE	04/20/2021
SCALE	1/8" = 1'-0"
DRAWN BY	Author
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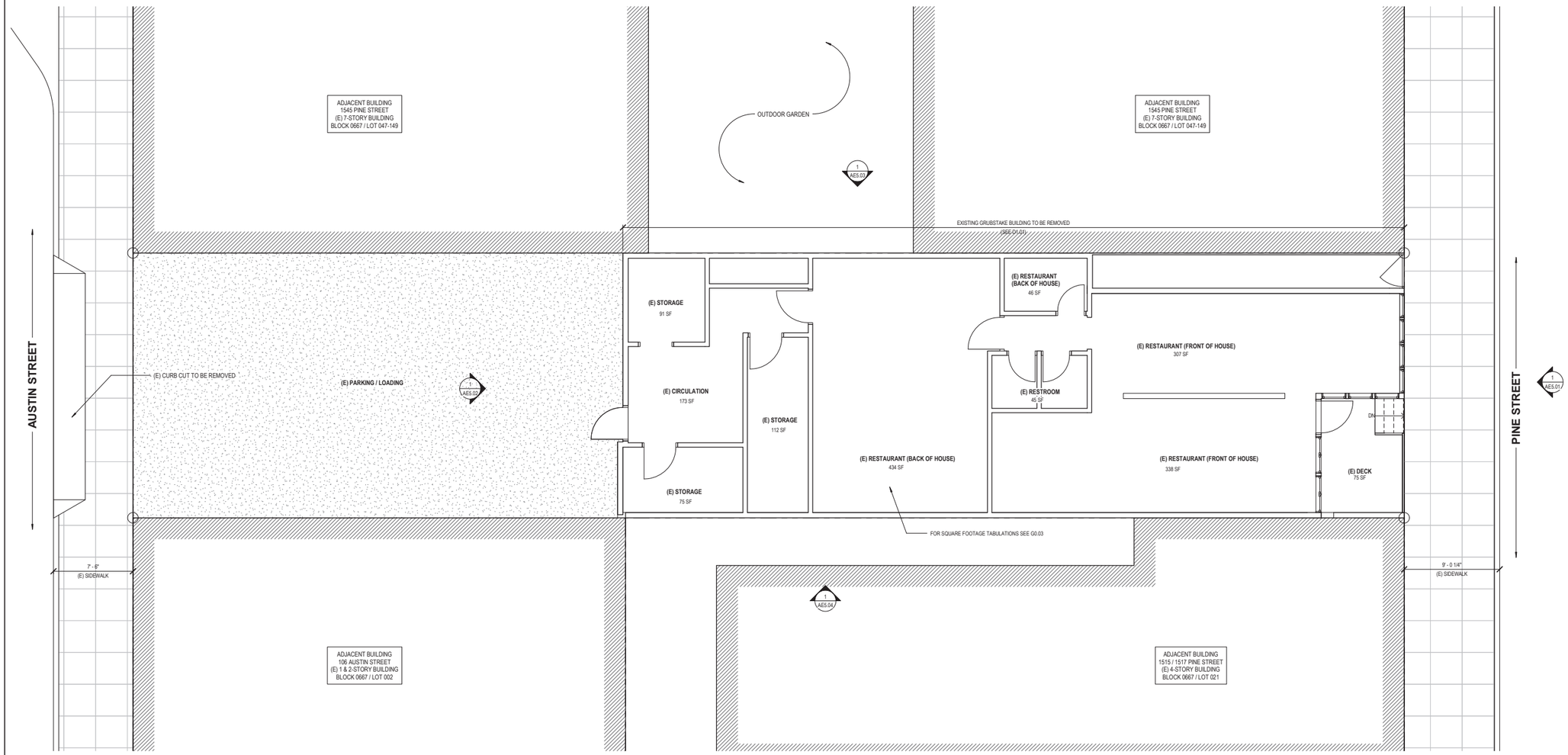
AE1.01

2018-0208-0768
DBI PERMIT APPLICATION NUMBER



1 EXISTING FIRST FLOOR PLAN
1/4" = 1'-0"

PARTITION TYPES

(E) PARTITION TO REMAIN

(E) PARTITION TO BE REMOVED

(N) PARTITION (SEE SHEET A7.00)

2' 0' 2' 4' 6' 8'

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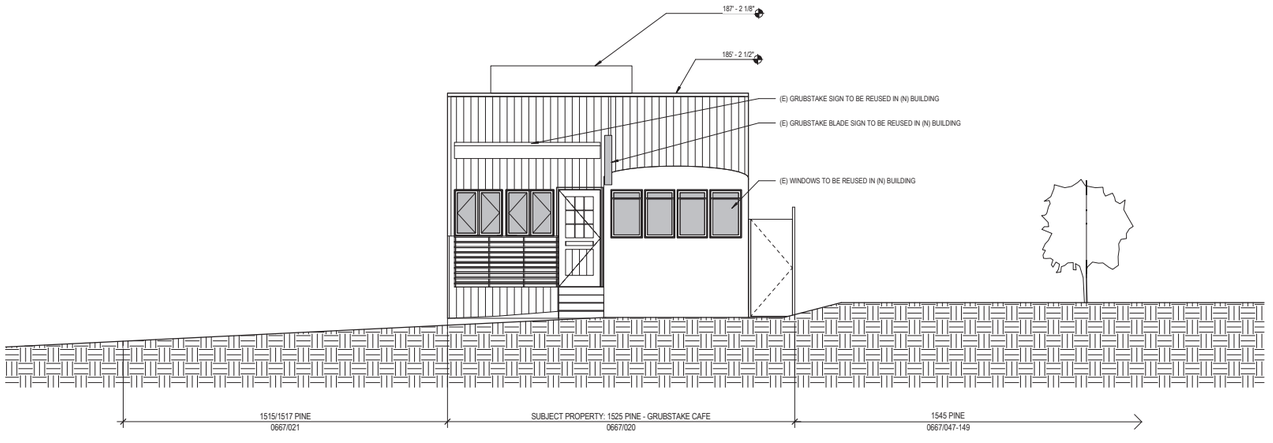
1525 PINE STREET DEV LLC

EXISTING FLOOR PLAN

DATE	04/20/2021
SCALE	As indicated
DRAWN BY	Author
CHECKED BY	Checker
JOB NO.	1914

AE2.01

2018-0208-0768
DBI PERMIT APPLICATION NUMBER:



1 PINE ST. (NORTH) ELEVATION - EXISTING
1/4" = 1'-0"

EXISTING STRUCTURE TO BE DEMOLISHED UNDER SEPARATE PERMIT BPA# 2018-0208-0778

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Revisions

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EDMUND DAVID KERMAN
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1525 PINE STREET DEV LLC

EXISTING EXTERIOR ELEVATION - NORTH

DATE	04/20/2021
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DRAWN BY	Author
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AE5.01

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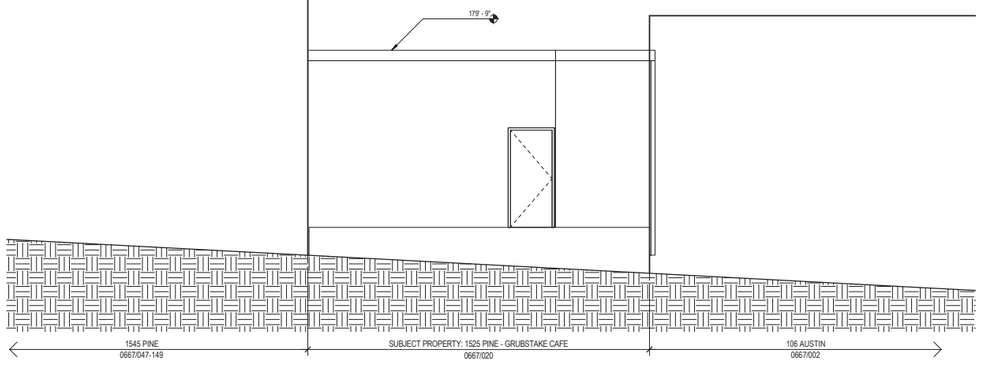

1 AUSTIN ST. (SOUTH) ELEVATION - EXISTING
1/4" = 1'-0"

EXISTING STRUCTURE TO BE DEMOLISHED UNDER SEPARATE PERMIT BPA# 2018-0208-0778

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San Francisco, CA
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415 749 0302

Revisions

LICENSED ARCHITECT
EDWARD DAVID KERMAN
C-24585
RENEWAL 3-31-2023
STATE OF CALIFORNIA

1525 PINE

1525 PINE STREET
SAN FRANCISCO, CA 94109

BLOCK 0667 / LOT 020
SFDBI BPA: 2018-0208-0768
PRJ #: 2015-009955

CONSTRUCTION OF MULTI-FAMILY HOUSING OVER RESTAURANT AND BASEMENT IMPLEMENTING THE INDIVIDUALLY REQUESTED STATE DENSITY BONUS

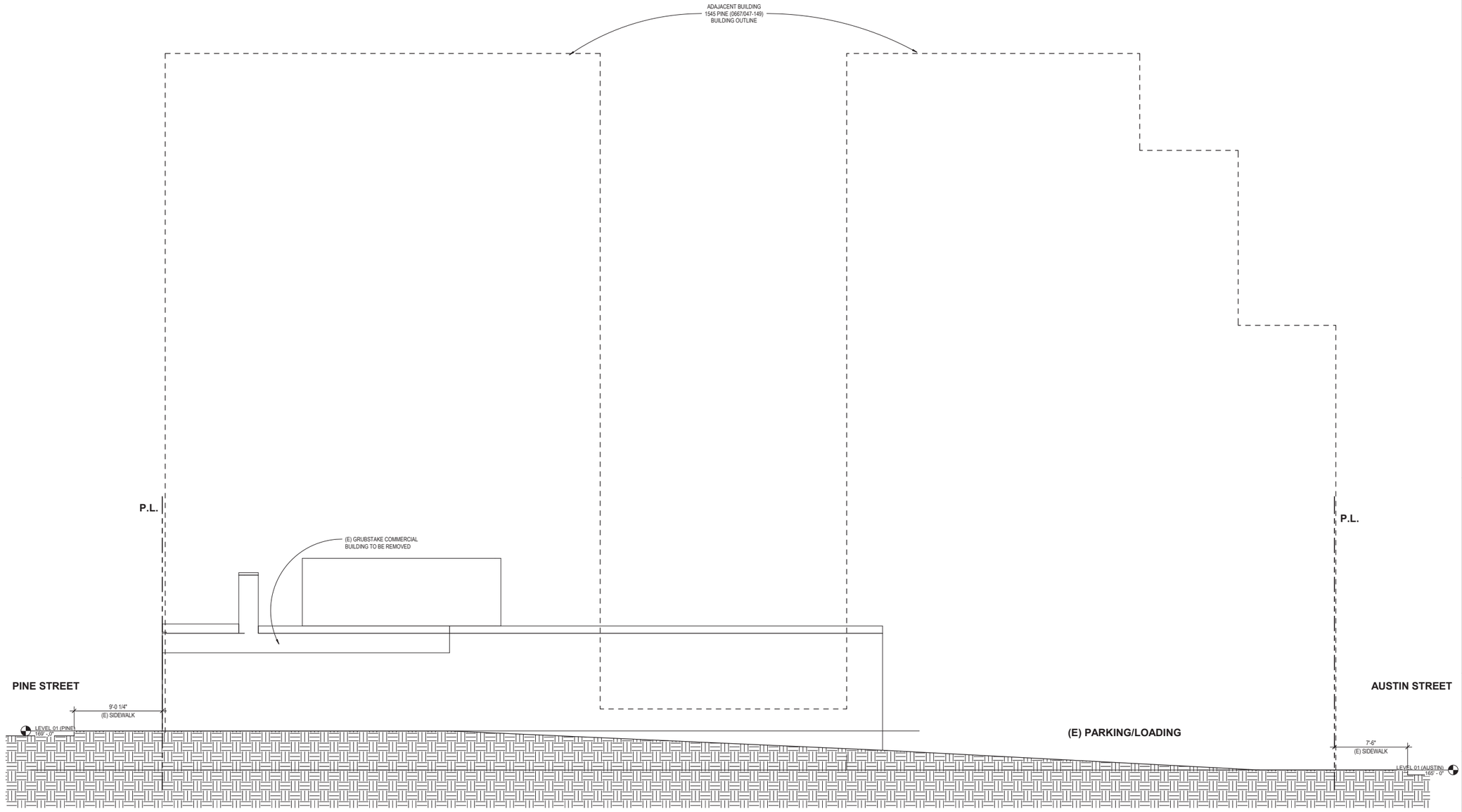
1525 PINE STREET DEV LLC

EXISTING EXTERIOR ELEVATION - SOUTH

DATE	04/20/2021
SCALE	1/4" = 1'-0"
DRAWN BY	Author
CHECKED BY	Checker
JOB NO.	1914

AE5.02

2018-0208-0768
DBI PERMIT APPLICATION NUMBER



1 EXISTING ELEVATION - WEST
1/4" = 1'-0"

EXISTING STRUCTURE TO BE DEMOLISHED UNDER SEPARATE PERMIT BPA# 2018-0208-0778

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LICENSED ARCHITECT
EDWARD DAVID KERMAN
C-24585
EXP. 3-31-22
STATE OF CALIFORNIA

1525 PINE

1525 PINE STREET
SAN FRANCISCO, CA 94109

BLOCK 0667 / LOT 020
SFDBI BPA: 2018-0208-0768
PRJ #: 2015-009955

CONSTRUCTION OF MULTI-FAMILY HOUSING OVER RESTAURANT AND BASEMENT IMPLEMENTING THE INDIVIDUALLY REQUESTED STATE DENSITY BONUS

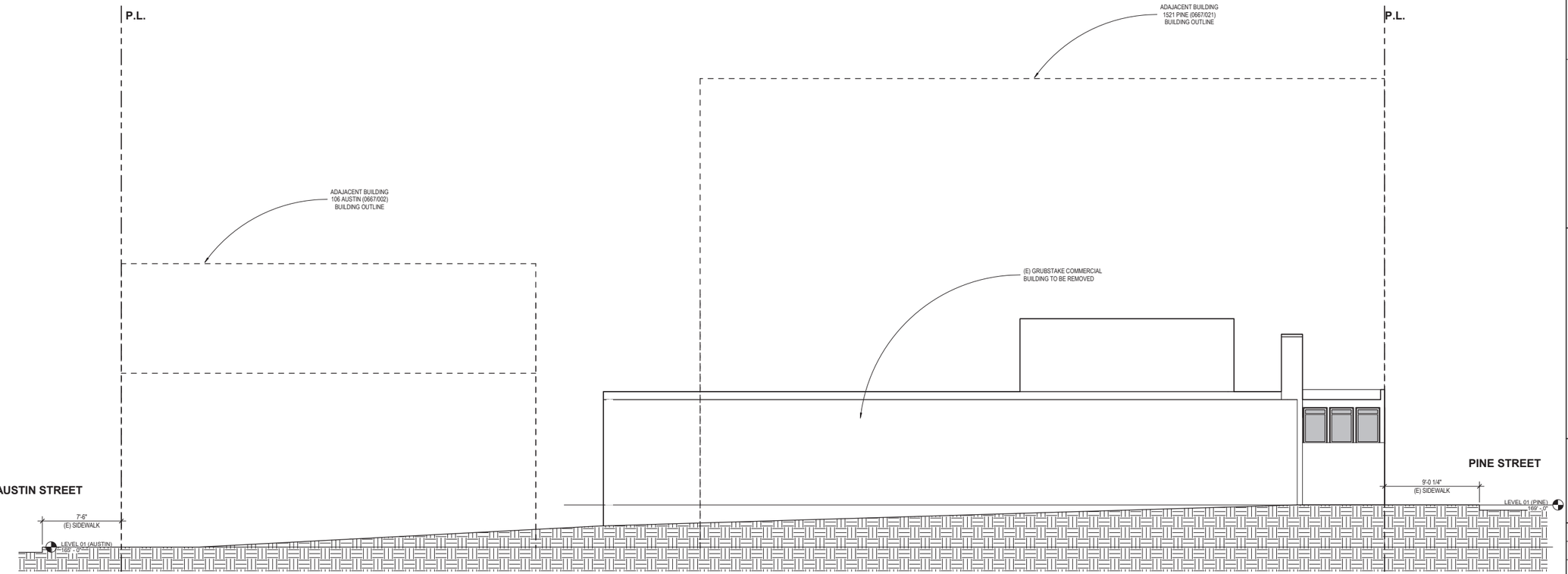
1525 PINE STREET DEV LLC

EXISTING EXTERIOR ELEVATION - WEST

DATE	04/20/2021
SCALE	1/4" = 1'-0"
DRAWN BY	Author
CHECKED BY	Checker
JOB NO.	1914

AE5.03

DBI PERMIT APPLICATION NUMBER:
2018-0208-0768



1 EXISTING ELEVATION - EAST
1/4" = 1'-0"

EXISTING STRUCTURE TO BE DEMOLISHED UNDER SEPARATE PERMIT BP# 2018-0208-0778

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LICENSED ARCHITECT
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C-24585
12-31-21
STATE OF CALIFORNIA

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CONSTRUCTION OF MULTI-FAMILY HOUSING OVER RESTAURANT AND BASEMENT IMPLEMENTING THE INDIVIDUALLY REQUESTED STATE DENSITY BONUS

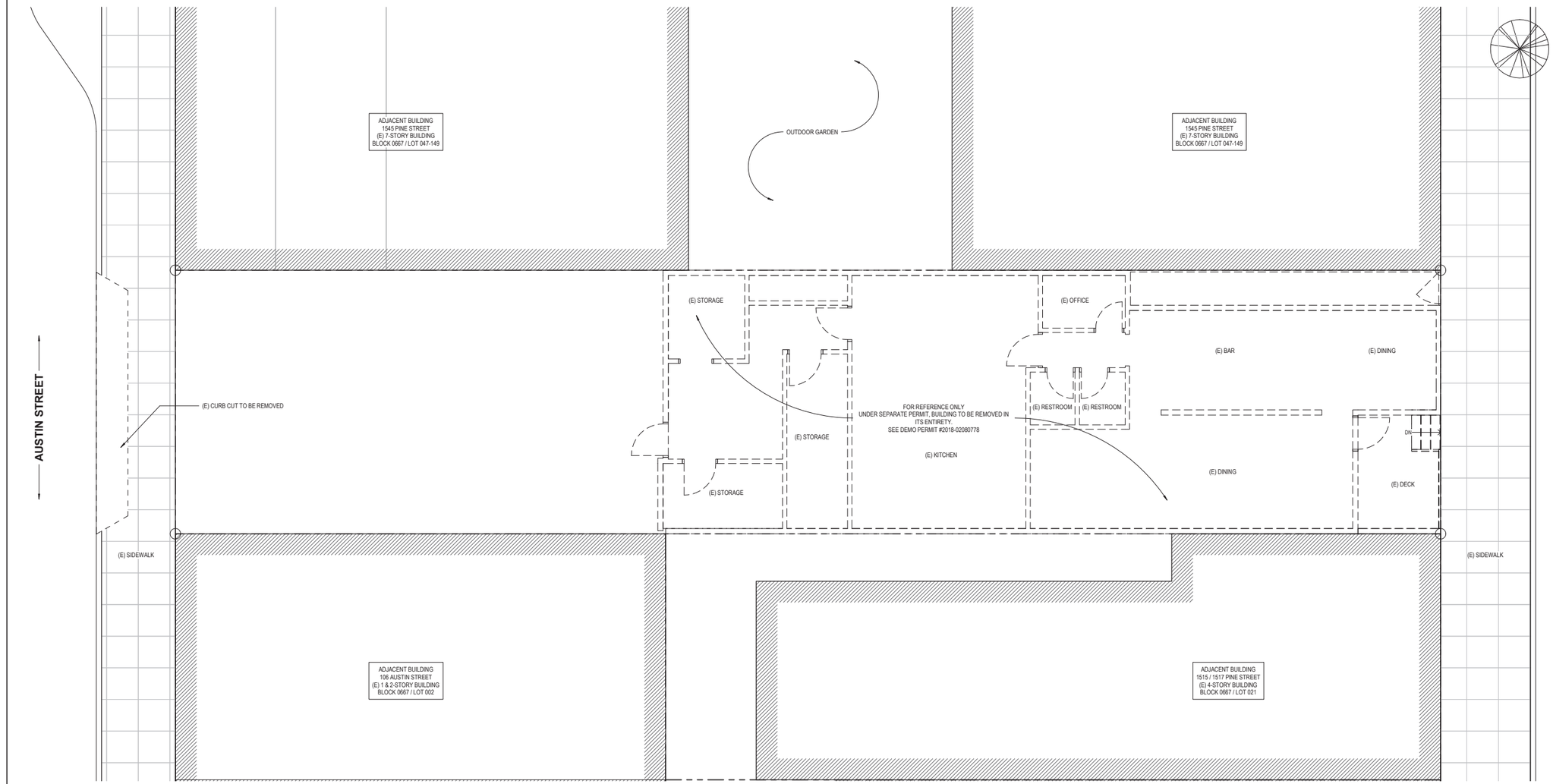
1525 PINE STREET DEV LLC

EXISTING EXTERIOR ELEVATION - EAST

DATE	04/20/2021
SCALE	1/4" = 1'-0"
DRAWN BY	Author
CHECKED BY	Checker
JOB NO.	1914

AE5.04

2018-0208-0768
SBI PERMIT APPLICATION NUMBER



1 DEMO PLAN L01 - FOR REFERENCE ONLY
1/4" = 1'-0"

PARTITION TYPES

(E) PARTITION TO REMAIN

(E) PARTITION TO BE REMOVED

(N) PARTITION (SEE SHEET A7.00)

2' 0' 2' 4' 6' 8'

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LICENSED ARCHITECT
EDWARD DAVID KERMAN
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1525 PINE

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CONSTRUCTION OF MULTI-FAMILY HOUSING OVER RESTAURANT AND BASEMENT IMPLEMENTING THE INDIVIDUALLY REQUESTED STATE DENSITY BONUS

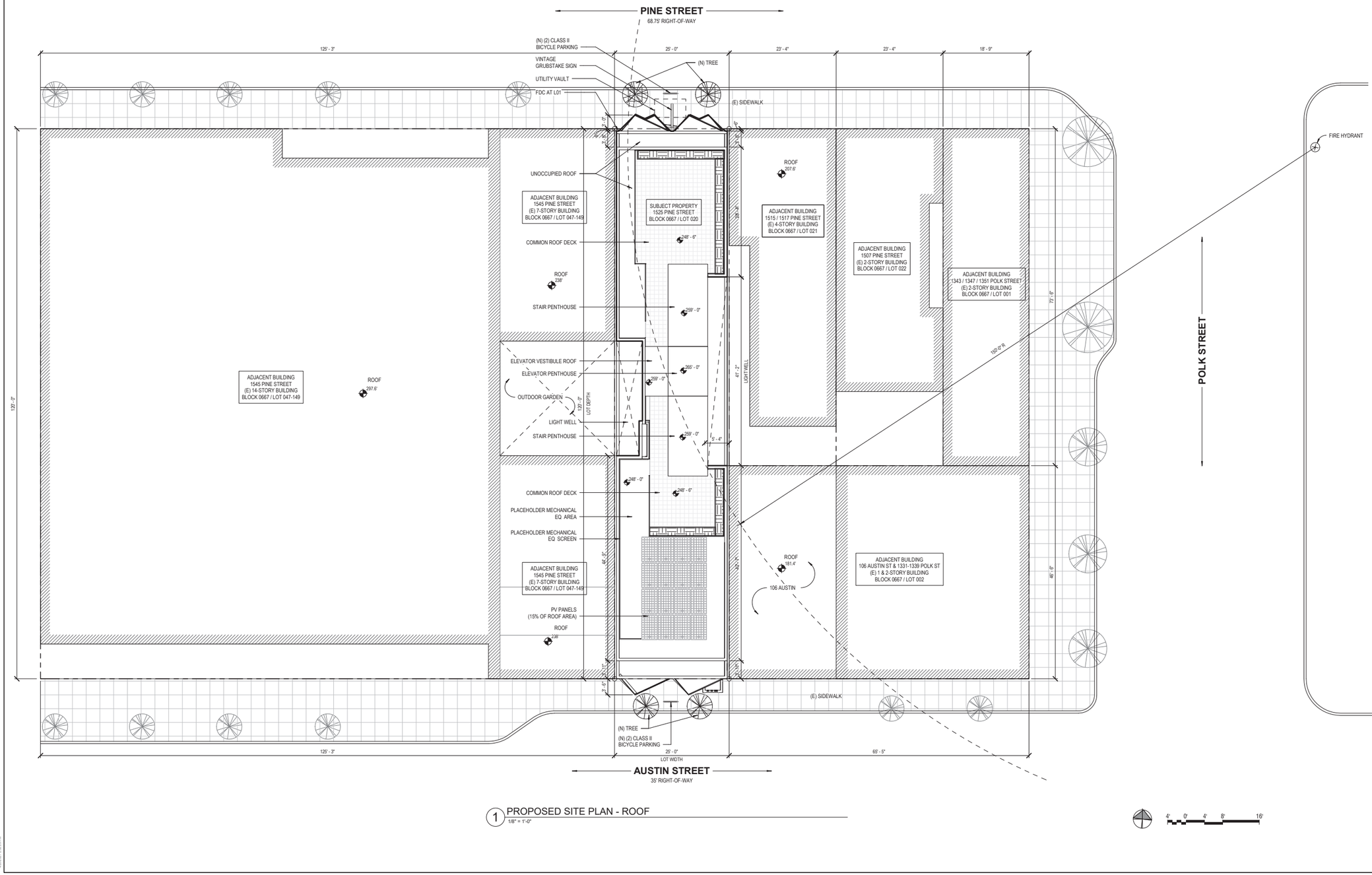
1525 PINE STREET DEV LLC

DEMOLITION SITE PLAN

DATE	04/20/2021
SCALE	As indicated
DRAWN BY	Author
CHECKED BY	Checker
JOB NO.	1914

D1.01

2018-0208-0768
DBI PERMIT APPLICATION NUMBER



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

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STATE OF CALIFORNIA

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CONSTRUCTION OF MULTI-FAMILY HOUSING OVER RESTAURANT AND BASEMENT IMPLEMENTING THE INDIVIDUALLY REQUESTED STATE DENSITY BONUS

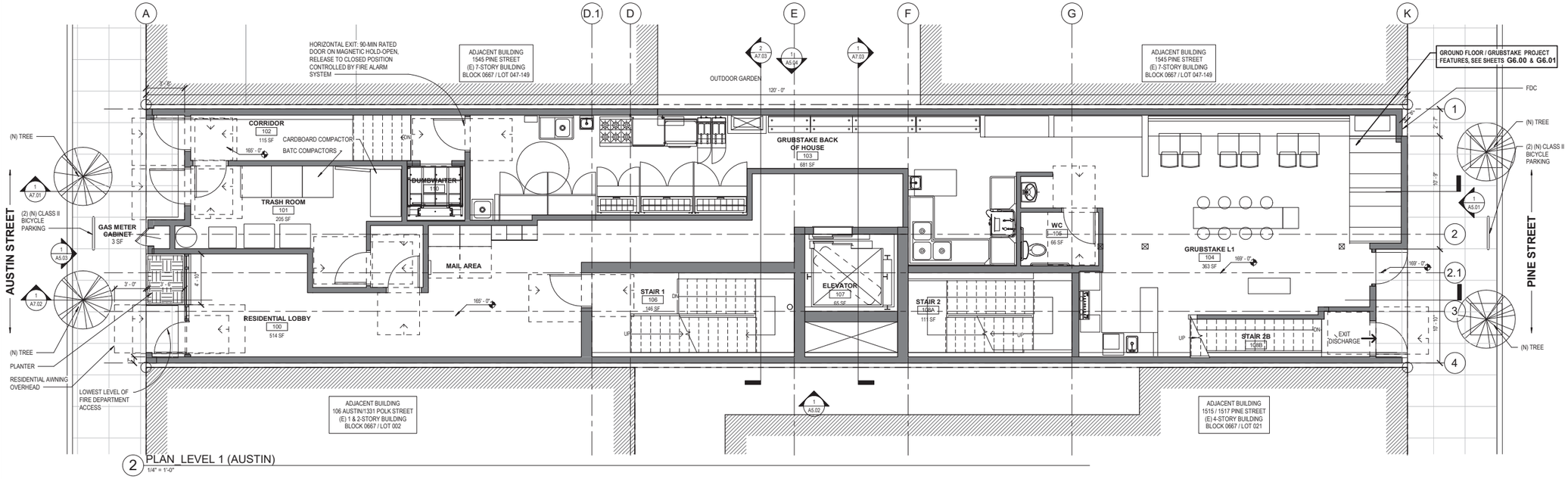
1525 PINE STREET DEV LLC

PROPOSED SITE PLAN

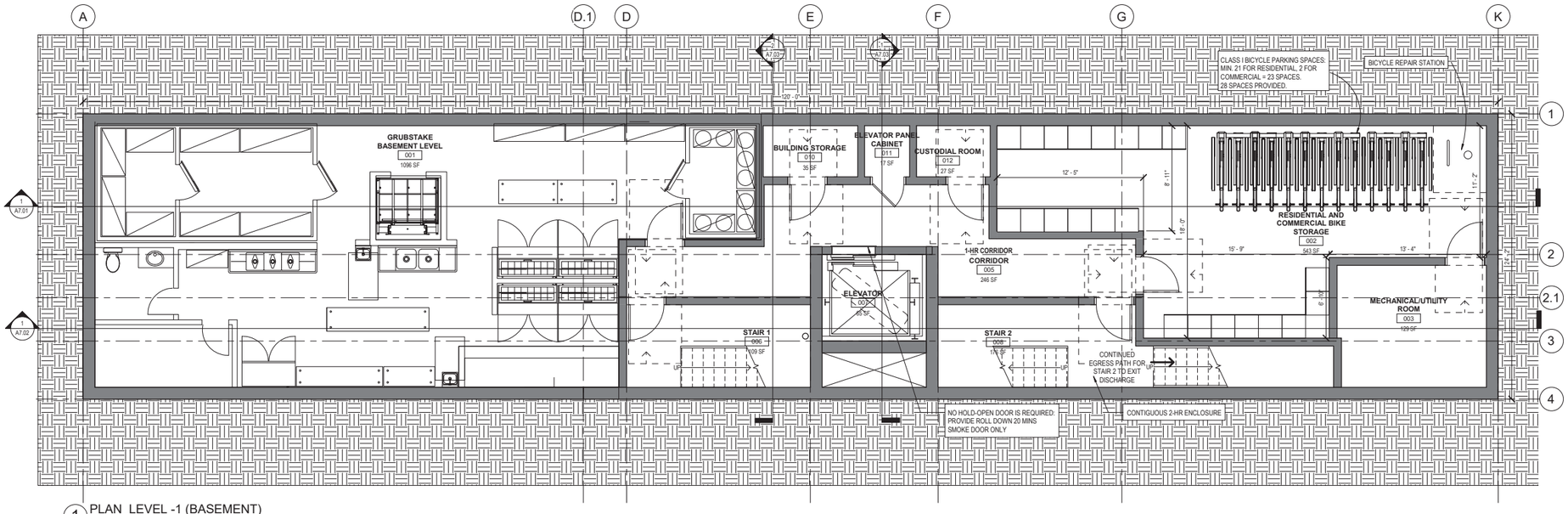
DATE	04/20/2021
SCALE	1/8" = 1'-0"
DRAWN BY	Author
CHECKED BY	Checker
JOB NO.	1914

A1.01

2018-0208-0768
DBI PERMIT APPLICATION NUMBER



2 PLAN_LEVEL 1 (AUSTIN)
1/4" = 1'-0"



1 PLAN_LEVEL -1 (BASEMENT)
1/4" = 1'-0"

GENERAL NOTES

1. ALL DIMENSIONS TO FINISH FACE OF WALL U.O.N.
2. V.I.F. ALL (E) DIMENSIONS PRIOR TO CONSTRUCTION. CONTRACTOR SHALL ALERT ARCHITECT TO ANY DISCREPANCIES
3. ALL CLEAR DIMENSIONS SHALL BE EXACT WITHIN 1/8" TOLERANCE ALONG FULL HEIGHT AND FULL WIDTH OF WALLS

PARTITION TYPES

(E) PARTITION TO REMAIN

(E) PARTITION TO BE REMOVED

(N) PARTITION (SEE SHEET A7.00)

4' 0' 4' 8' 16'

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LICENSED ARCHITECT EDWARD DAVID KERMAN C-24585 STATE OF CALIFORNIA

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CONSTRUCTION OF MULTI-FAMILY HOUSING OVER RESTAURANT AND BASEMENT IMPLEMENTING THE INDIVIDUALLY REQUESTED STATE DENSITY BONUS

1525 PINE STREET DEV LLC

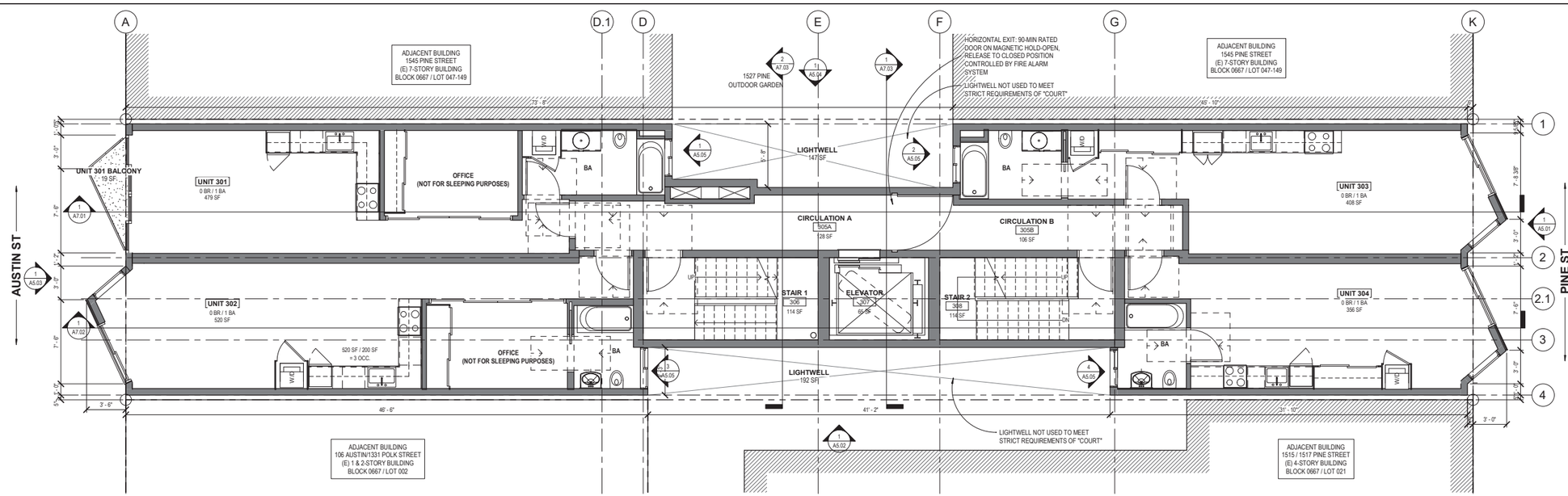
FLOOR PLANS, BASEMENT - LEVEL 1

DATE	04/20/2021
SCALE	As indicated
DRAWN BY	Author
CHECKED BY	Checker
JOB NO.	1914

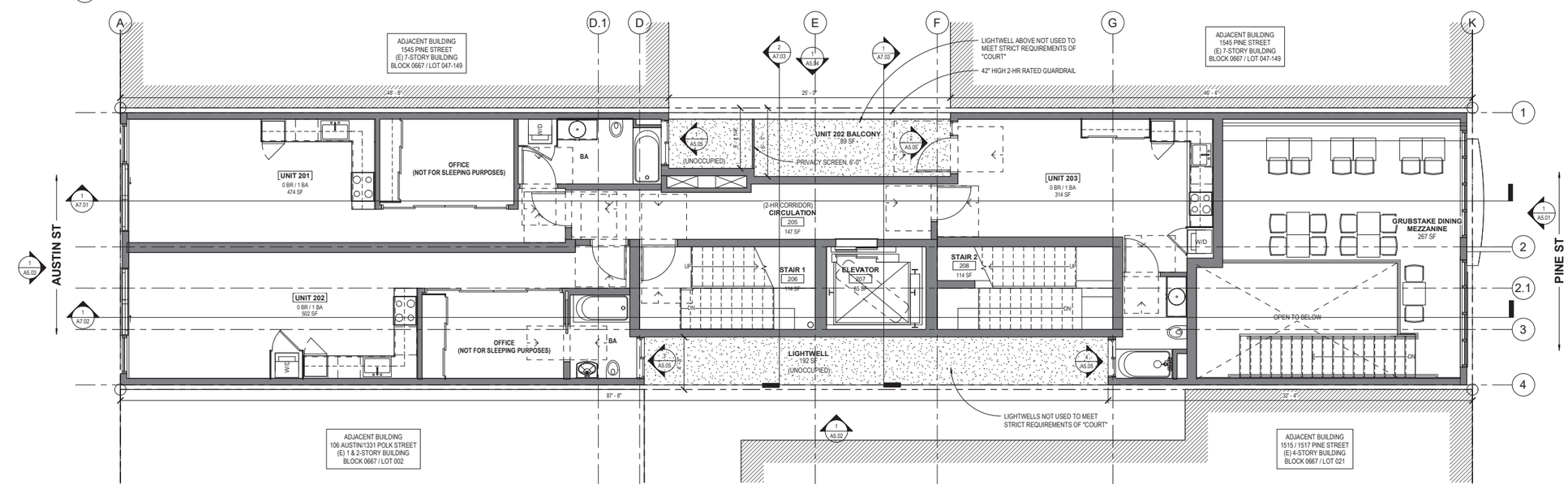
A2.01

2018-0208-0768

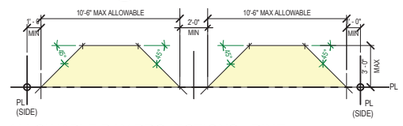
DBI PERMIT APPLICATION NUMBER



2 PLAN_LEVEL 3
1/4" = 1'-0"

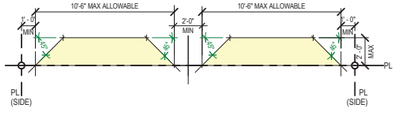


1 PLAN_LEVEL 2
1/4" = 1'-0"



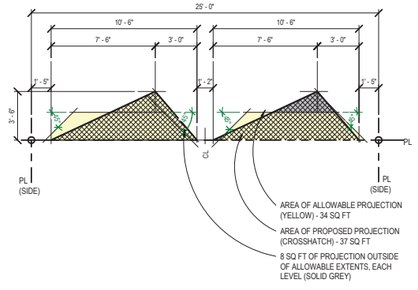
ALLOWABLE BAY PROJECTIONS - PINE

PER SF PLANNING CODE SECTION 136(c)(2)

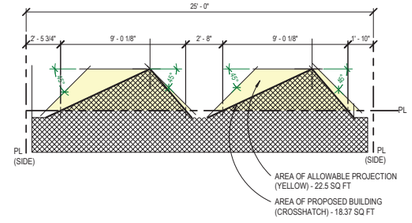


ALLOWABLE BAY PROJECTIONS - AUSTIN

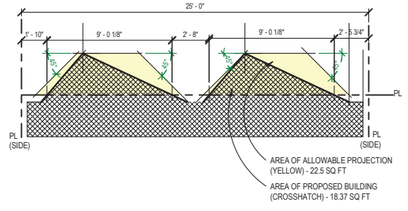
PER SF PLANNING CODE SECTION 136(c)(2)



PROPOSED PROJECTIONS - AUSTIN ST



PROPOSED PROJECTIONS - PINE ST - ODD LEVELS



PROPOSED PROJECTIONS - PINE ST - EVEN LEVELS

GENERAL NOTES

1. ALL DIMENSIONS TO FINISH FACE OF WALL U.O.N.
2. V.I.F. ALL (E) DIMENSIONS PRIOR TO CONSTRUCTION. CONTRACTOR SHALL ALERT ARCHITECT TO ANY DISCREPANCIES
3. ALL CLEAR DIMENSIONS SHALL BE EXACT WITHIN 1/8" TOLERANCE ALONG FULL HEIGHT AND FULL WIDTH OF WALLS

PARTITION TYPES

(E) PARTITION TO REMAIN

(E) PARTITION TO BE REMOVED

(N) PARTITION (SEE SHEET A7.00)

4' 0' 4' 8' 16'

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Revisions

LICENSED ARCHITECT
EDWARD DAVID MORRIS
C-24585
RENEWAL: 3-31-23
STATE OF CALIFORNIA

1525 PINE

1525 PINE STREET
SAN FRANCISCO, CA 94109

BLOCK 0667 / LOT 020
SFDBI BPA: 2018-0208-0768
PRJ #: 2015-009955

CONSTRUCTION OF MULTI-FAMILY HOUSING OVER RESTAURANT AND BASEMENT IMPLEMENTING THE INDIVIDUALLY REQUESTED STATE DENSITY BONUS

1525 PINE STREET DEV LLC

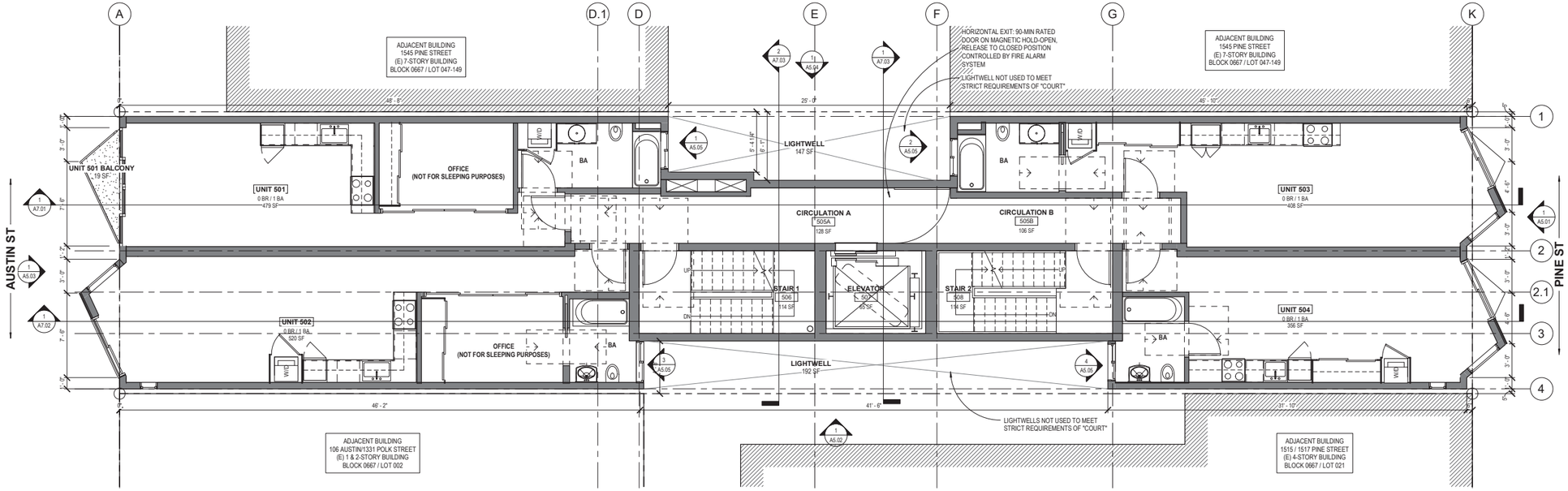
FLOOR PLANS, LEVEL 2 - LEVEL 3

DATE	04/20/2021
SCALE	As indicated
DRAWN BY	Author
CHECKED BY	Checker
JOB NO.	1914

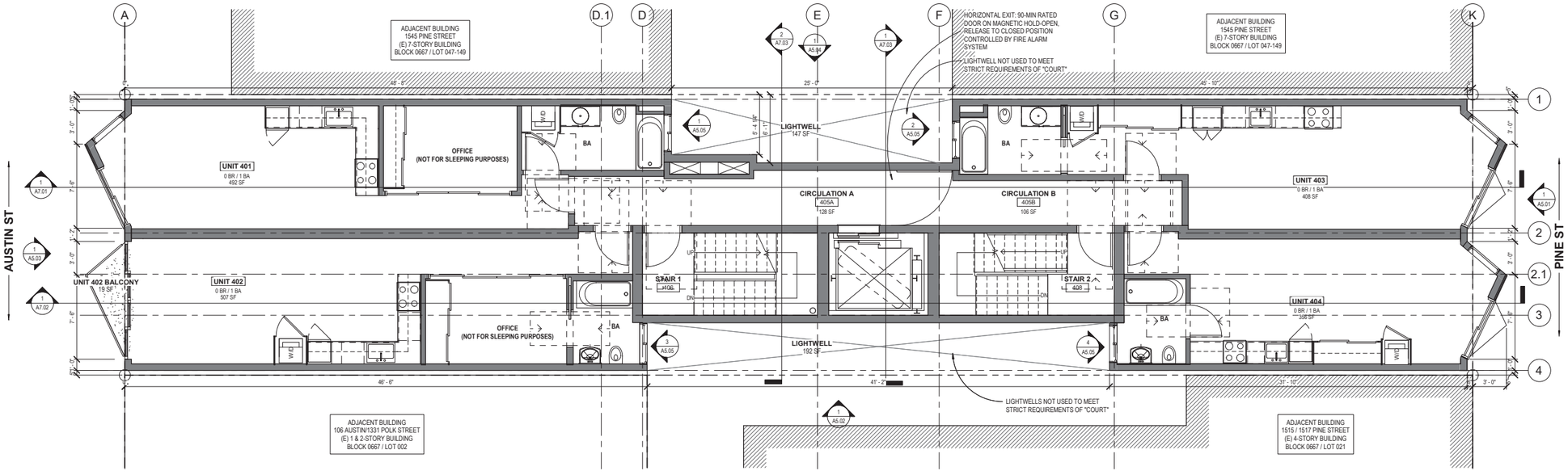
A2.02

2018-0208-0768

SBI PERMIT APPLICATION NUMBER



2 PLAN_LEVEL 5
1/4" = 1'-0"



1 PLAN_LEVEL 4
1/4" = 1'-0"

GENERAL NOTES

1. ALL DIMENSIONS TO FINISH FACE OF WALL U.O.N.
2. V.I.F. ALL (E) DIMENSIONS PRIOR TO CONSTRUCTION. CONTRACTOR SHALL ALERT ARCHITECT TO ANY DISCREPANCIES
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PARTITION TYPES

(E) PARTITION TO REMAIN

(E) PARTITION TO BE REMOVED

(N) PARTITION (SEE SHEET A7.00)

4' 0' 4' 8' 16'

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Revisions

LICENSED ARCHITECT EDWARD DAVID KERMAN C-24585 3-31-23 STATE OF CALIFORNIA

1525 PINE

1525 PINE STREET
SAN FRANCISCO, CA 94109

BLOCK 0667 / LOT 020
SFDBI BPA: 2018-0208-0768
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CONSTRUCTION OF MULTI-FAMILY HOUSING OVER RESTAURANT AND BASEMENT IMPLEMENTING THE INDIVIDUALLY REQUESTED STATE DENSITY BONUS

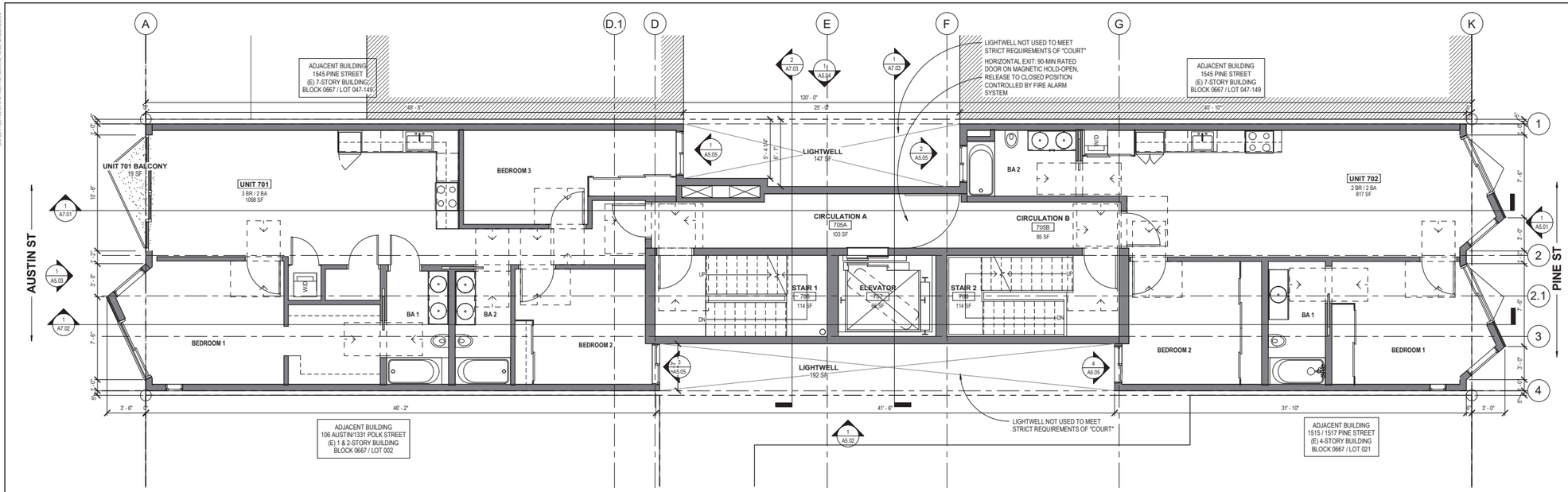
1525 PINE STREET DEV LLC

FLOOR PLANS, LEVEL 4 - LEVEL 5

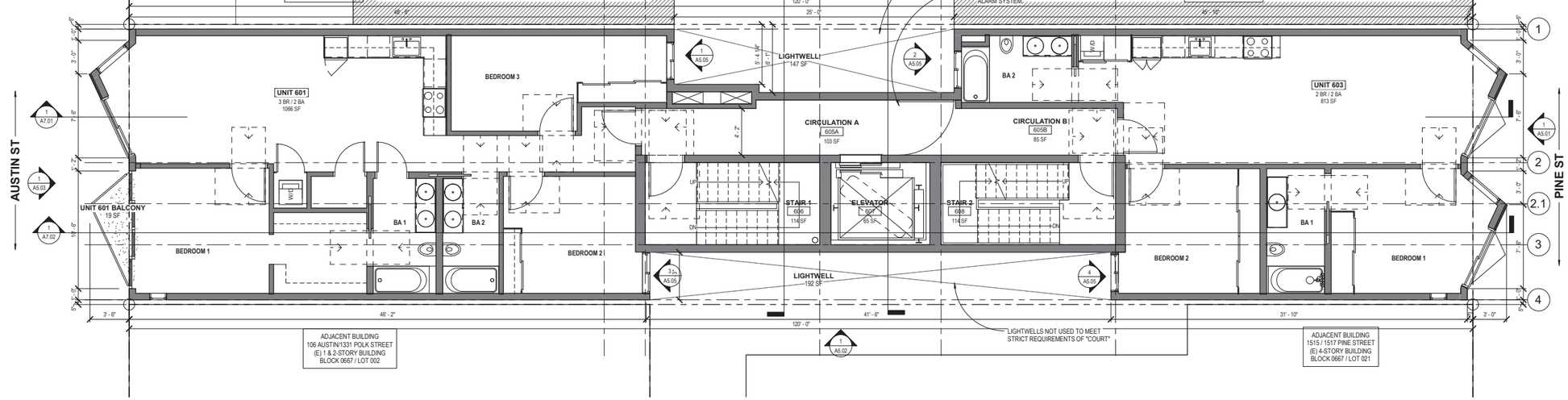
DATE	04/20/2021
SCALE	As indicated
DRAWN BY	Author
CHECKED BY	Checker
JOB NO.	1914

A2.03

2018-0208-0768
SBI PERMIT APPLICATION NUMBER



2 PLAN_LEVEL 7
1/4" = 1'-0"



1 PLAN_LEVEL 6
1/4" = 1'-0"

GENERAL NOTES

1. ALL DIMENSIONS TO FINISH FACE OF WALL U.O.N.
2. V.I.F. ALL (E) DIMENSIONS PRIOR TO CONSTRUCTION. CONTRACTOR SHALL ALERT ARCHITECT TO ANY DISCREPANCIES
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PARTITION TYPES

(E) PARTITION TO REMAIN

(E) PARTITION TO BE REMOVED

(N) PARTITION (SEE SHEET A7.00)

4' 0' 4' 8' 16'

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Revisions

LICENSED ARCHITECT
EDWARD DANIEL KERMAN
C-24585
RENEWAL 3-31-23
STATE OF CALIFORNIA

1525 PINE

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SAN FRANCISCO, CA 94109

BLOCK 0667 / LOT 020
SFDBI BPA: 2018-0208-0768
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CONSTRUCTION OF MULTI-FAMILY HOUSING OVER RESTAURANT AND BASEMENT IMPLEMENTING THE INDIVIDUALLY REQUESTED STATE DENSITY BONUS

1525 PINE STREET DEV LLC

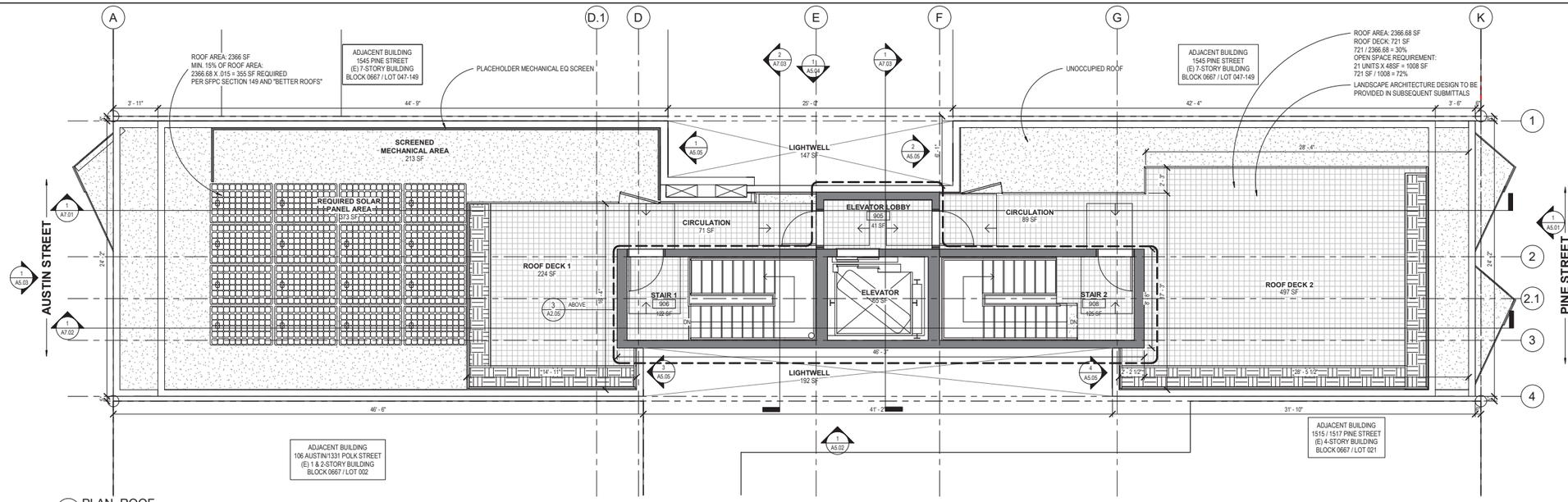
FLOOR PLANS, LEVEL 6 - LEVEL 7

DATE	04/20/2021
SCALE	As indicated
DRAWN BY	Author
CHECKED BY	Checker
JOB NO.	1914

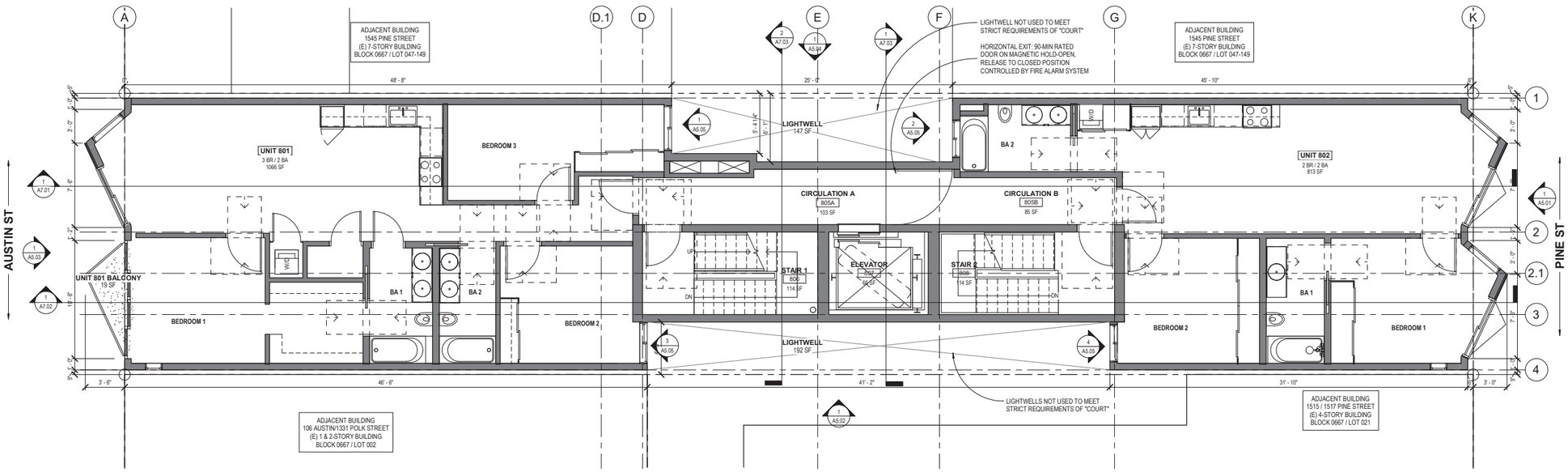
A2.04

2018-0208-0768

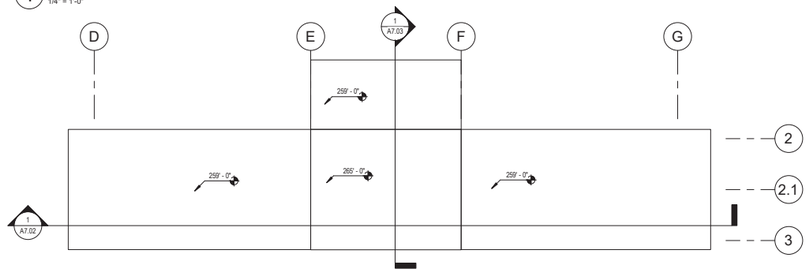
SBI PERMIT APPLICATION NUMBER



2 PLAN_ROOF
1/4" = 1'-0"



1 PLAN_LEVEL 8
1/4" = 1'-0"



3 PLAN_T.O. ELEVATOR PENTHOUSE ROOF
1/4" = 1'-0"

GENERAL NOTES

1. ALL DIMENSIONS TO FINISH FACE OF WALL U.O.N.
2. V.I.F. ALL (E) DIMENSIONS PRIOR TO CONSTRUCTION. CONTRACTOR SHALL ALERT ARCHITECT TO ANY DISCREPANCIES
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(E) PARTITION TO BE REMOVED

(N) PARTITION (SEE SHEET A7.00)

4' 0' 4' 8' 16'

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Revisions

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STATE OF CALIFORNIA

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SAN FRANCISCO, CA 94109

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CONSTRUCTION OF MULTI-FAMILY HOUSING OVER RESTAURANT AND BASEMENT IMPLEMENTING THE INDIVIDUALLY REQUESTED STATE DENSITY BONUS

1525 PINE STREET DEV LLC

FLOOR PLANS, LEVEL 8 - ROOF

DATE	04/20/2021
SCALE	As indicated
DRAWN BY	Author
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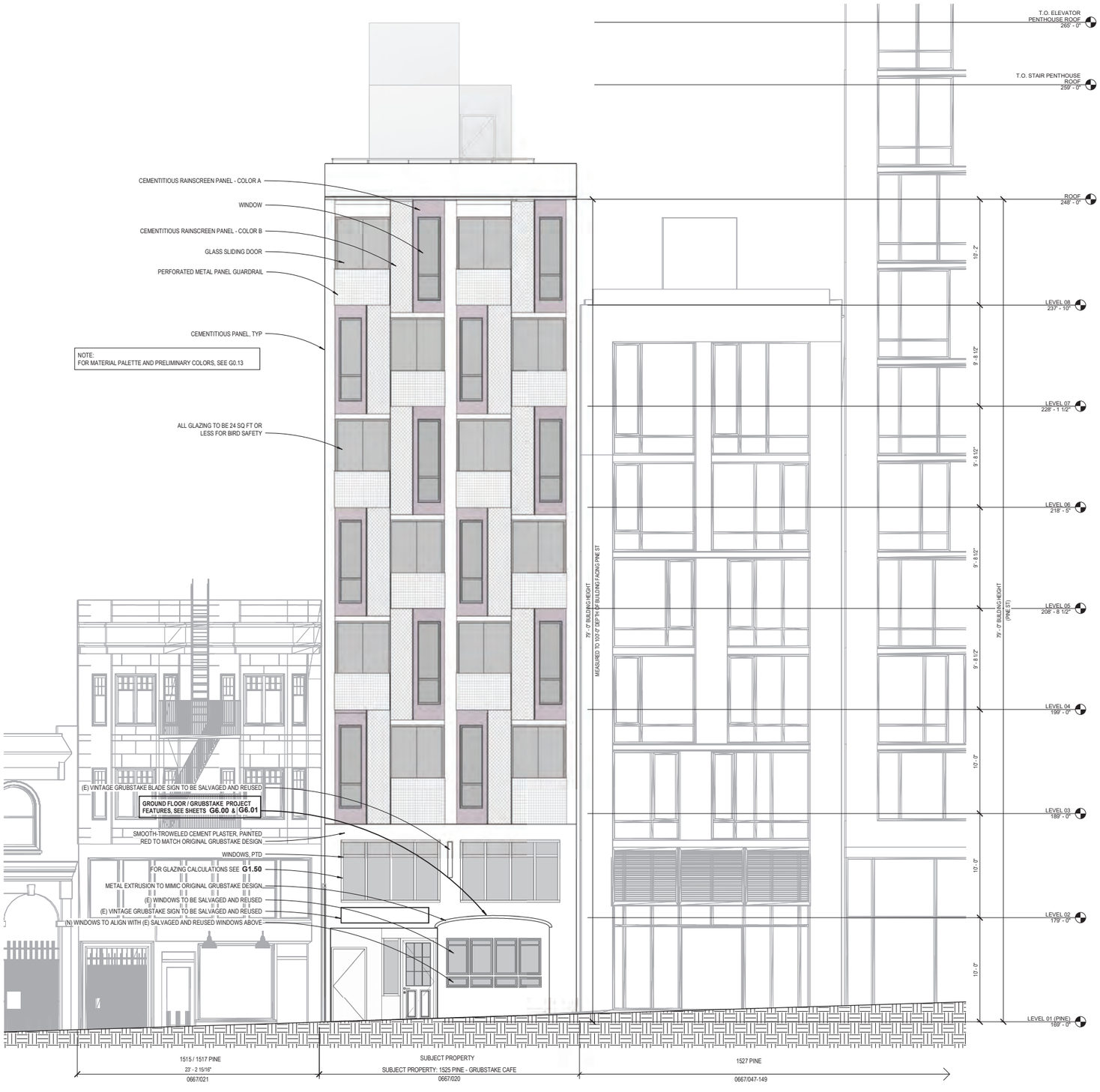
JOB NO.	1914

A2.05

2018-0208-0768
SFDBI PERMIT APPLICATION NUMBER

2 PINE ST FACADE PERSPECTIVE



1 NORTH ELEVATION (PINE ST)
1/4" = 1'-0"

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LICENSED ARCHITECT EDWARD DAVID MORRIS C-24585 RENEWAL: 3-31-23 STATE OF CALIFORNIA

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CONSTRUCTION OF MULTI-FAMILY HOUSING OVER RESTAURANT AND BASEMENT IMPLEMENTING THE INDIVIDUALLY REQUESTED STATE DENSITY BONUS

1525 PINE STREET DEV LLC

EXTERIOR ELEVATION - NORTH

DATE	04/20/2021
SCALE	1/4" = 1'-0"
DRAWN BY	Author
CHECKED BY	Checker
JOB NO.	1914

A5.01

DBI PERMIT APPLICATION NUMBER:
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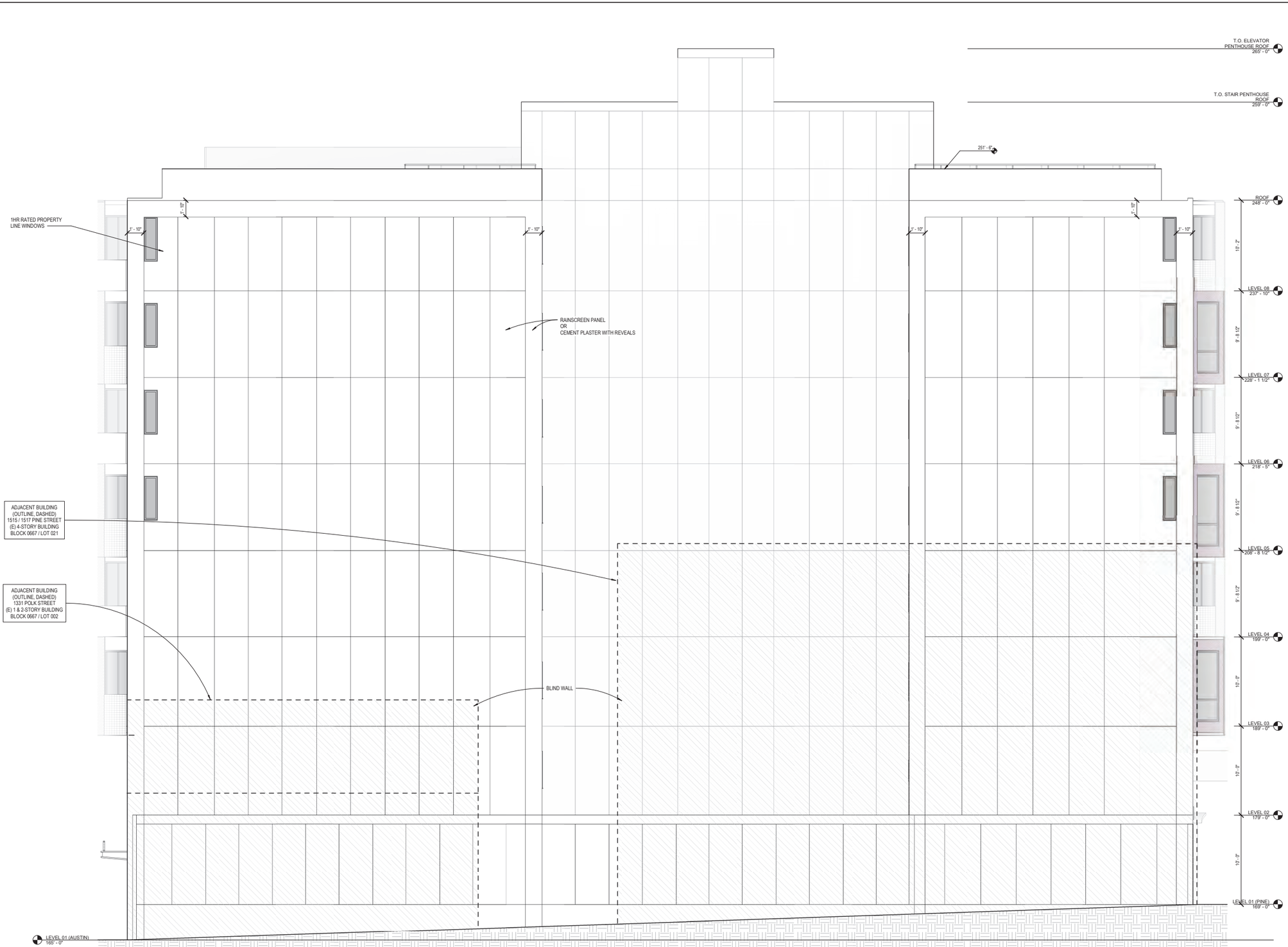

1 EAST ELEVATION
1/4" = 1'-0"

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3-31-22
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BLOCK 0667 / LOT 020
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1525 PINE STREET DEV LLC

EXTERIOR ELEVATION - EAST

DATE	04/20/2021
SCALE	1/4" = 1'-0"
DRAWN BY	Author
CHECKED BY	Checker
JOB NO.	1914

A5.02

2018-0208-0768
DBI PERMIT APPLICATION NUMBER:

2 AUSTIN ST FACADE PERSPECTIVE

1 SOUTH ELEVATION (AUSTIN ST)
1/4" = 1'-0"

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LICENSED ARCHITECT EDWARD DAVID MORRIS C-24585 12-31-21 STATE OF CALIFORNIA

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EXTERIOR ELEVATION - SOUTH

DATE	04/20/2021
SCALE	1/4" = 1'-0"
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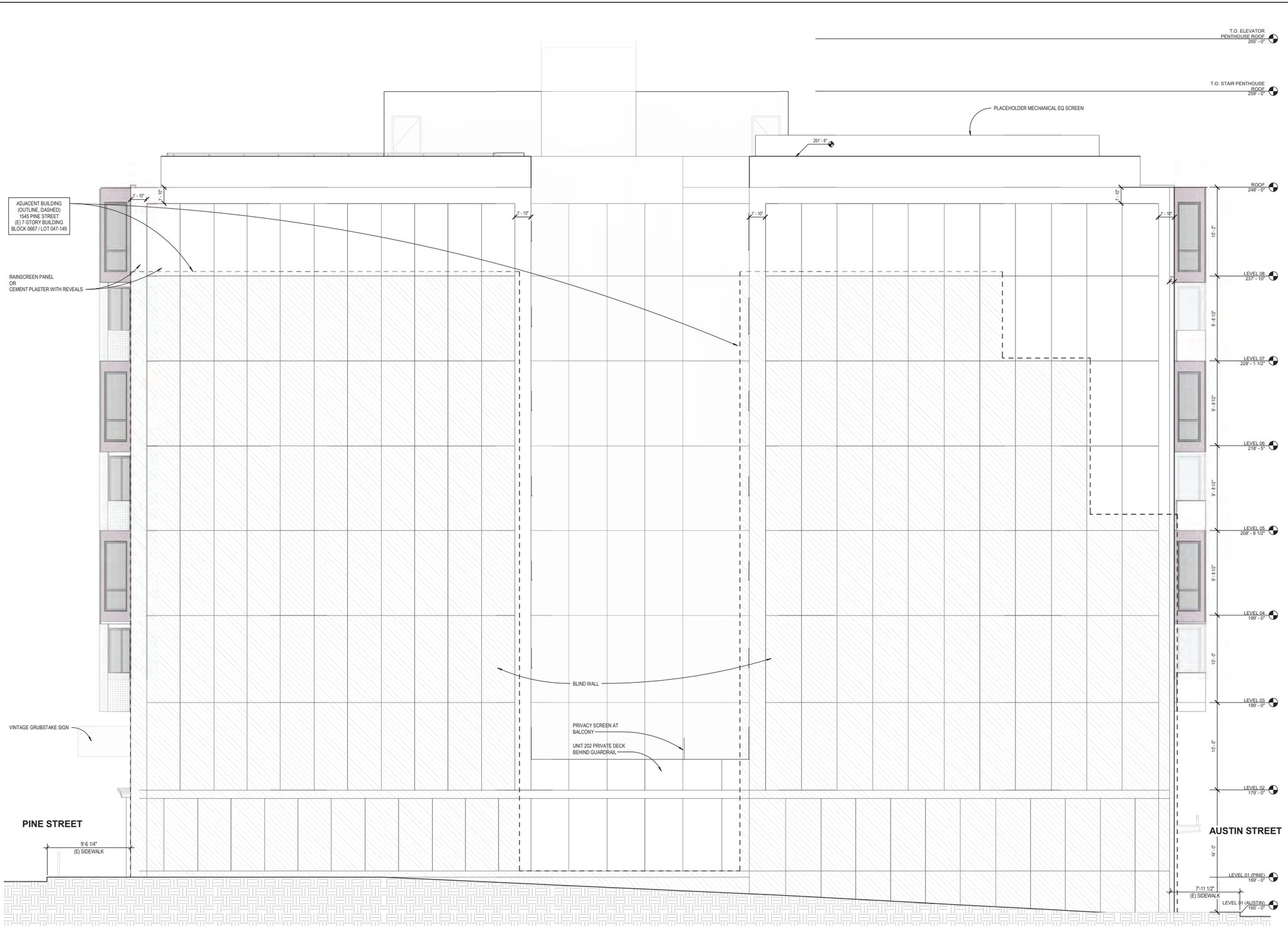
SBI PERMIT APPLICATION NUMBER



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

kerman morris architects LLP
139 Noe Street
San Francisco, CA
94114
415 749 0302

Revisions

LICENSED ARCHITECT
EDWARD DAVID KERMAN
C-24585
3-31-22
STATE OF CALIFORNIA

1525 PINE

1525 PINE STREET
SAN FRANCISCO, CA 94109

BLOCK 0667 / LOT 020
SFDBI BPA: 2018-0208-0768
PRJ #: 2015-009955

CONSTRUCTION OF MULTI-FAMILY HOUSING OVER RESTAURANT AND BASEMENT IMPLEMENTING THE INDIVIDUALLY REQUESTED STATE DENSITY BONUS

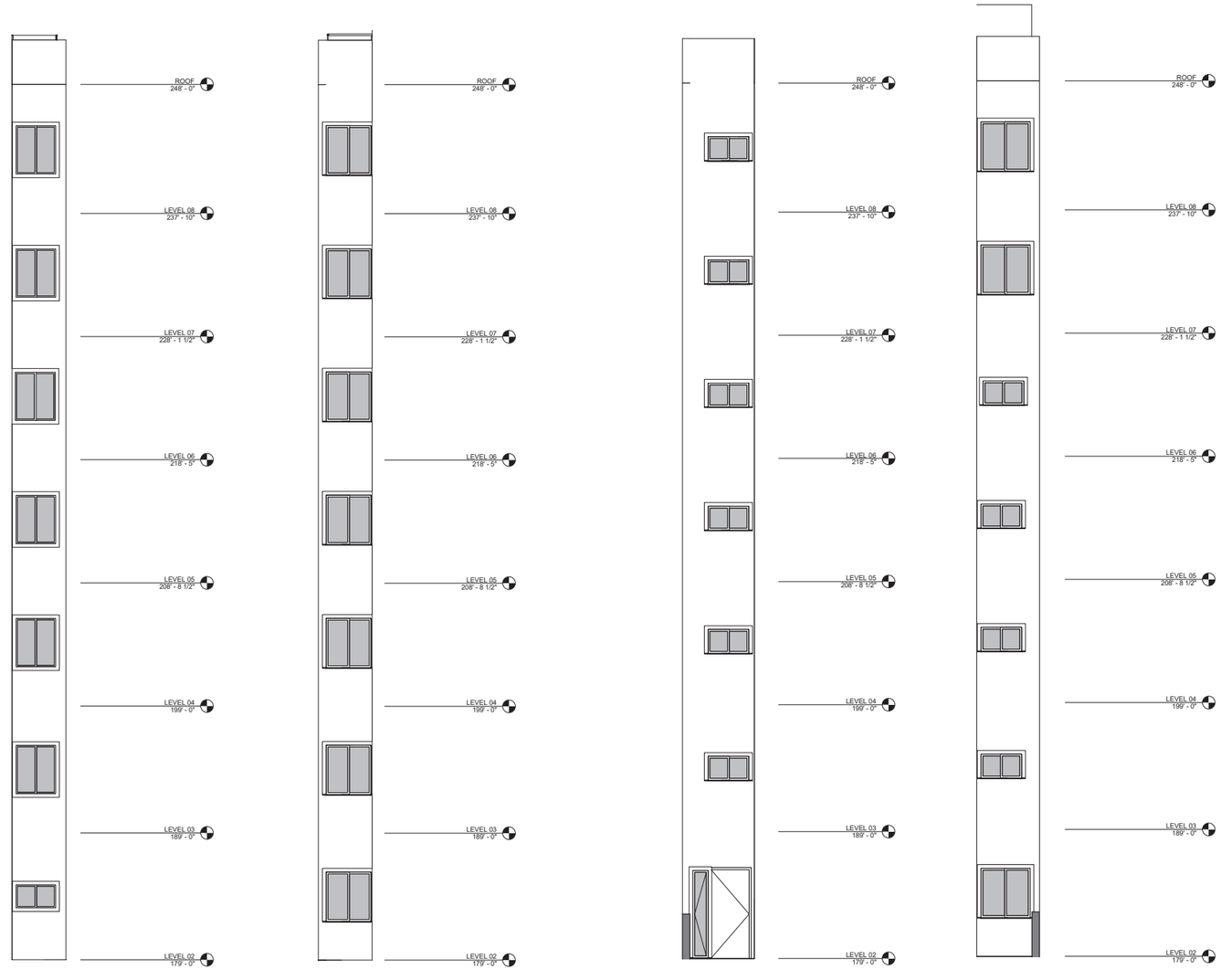
1525 PINE STREET DEV LLC

EXTERIOR ELEVATION - WEST

DATE	04/20/2021
SCALE	1/4" = 1'-0"
DRAWN BY	Author
CHECKED BY	Checker
JOB NO.	1914

A5.04

2018-0208-0768
DBI PERMIT APPLICATION NUMBER



4 LIGHTWELL B, SOUTH
1/4" = 1'-0"

3 LIGHTWELL B, NORTH
1/4" = 1'-0"

2 LIGHTWELL A, SOUTH
1/4" = 1'-0"

1 LIGHTWELL A, NORTH
1/4" = 1'-0"

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Revisions

LICENSED ARCHITECT
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BLOCK 0667 / LOT 020
SFDBI BPA: 2018-0208-0768
PRJ #: 2015-009955

CONSTRUCTION OF MULTI-FAMILY HOUSING OVER RESTAURANT AND BASEMENT IMPLEMENTING THE INDIVIDUALLY REQUESTED STATE DENSITY BONUS

1525 PINE STREET DEV LLC

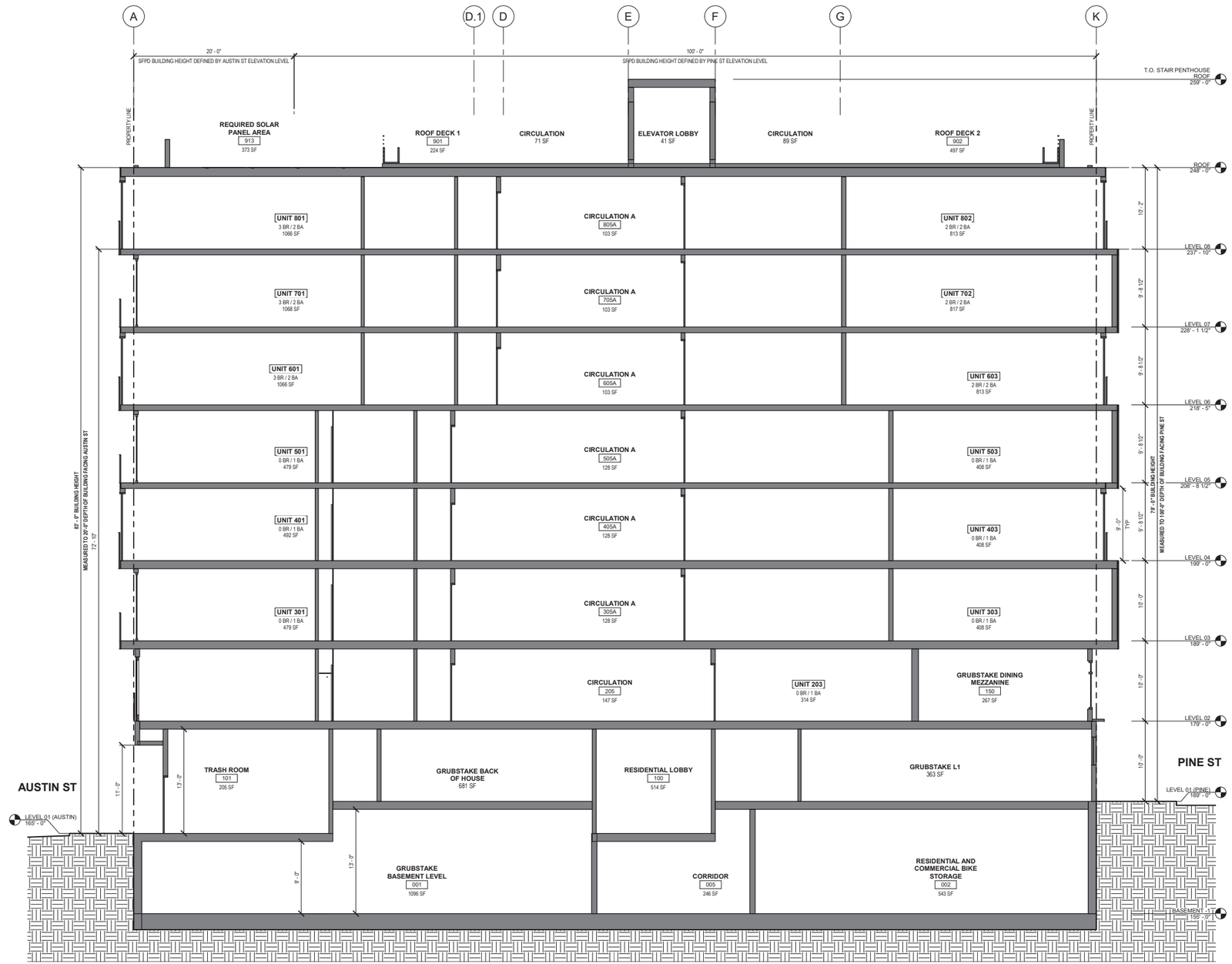
EXTERIOR ELEVATION - LIGHTWELLS

DATE	04/20/2021
SCALE	1/4" = 1'-0"
DRAWN BY	Author
CHECKED BY	Checker
JOB NO.	1914

A5.05

2018-0208-0768

DBI PERMIT APPLICATION NUMBER



1 SECTION - NORTH/SOUTH 01
3/16" = 1'-0"

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Revisions

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3-31-22
STATE OF CALIFORNIA

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BLOCK 0667 / LOT 020
SFDBI BPA: 2018-0208-0768
PRJ #: 2015-009955

CONSTRUCTION OF MULTI-FAMILY HOUSING OVER RESTAURANT AND BASEMENT IMPLEMENTING THE INDIVIDUALLY REQUESTED STATE DENSITY BONUS

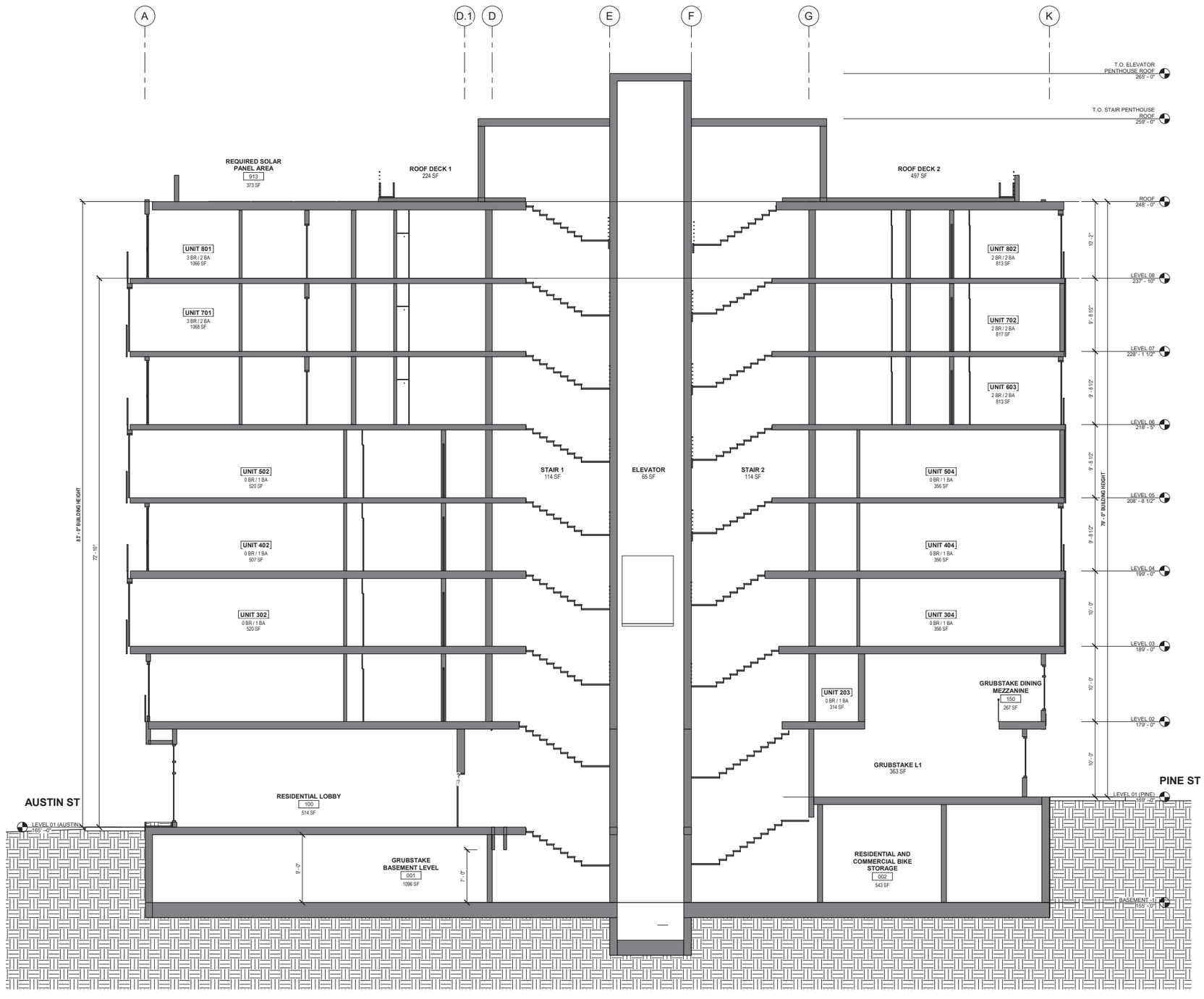
1525 PINE STREET DEV LLC

BUILDING SECTIONS

DATE	04/20/2021
SCALE	3/16" = 1'-0"
DRAWN BY	Author
CHECKED BY	Checker
JOB NO.	1914

A7.01

2018-0208-0768
DBI PERMIT APPLICATION NUMBER



1 SECTION - NORTH/SOUTH 02
3/16" = 1'-0"

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Revisions

LICENSED ARCHITECT
EDWARD DANIEL MORRIS
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3-31-21
STATE OF CALIFORNIA

1525 PINE

1525 PINE STREET
SAN FRANCISCO, CA 94109

BLOCK 0667 / LOT 020
SFDBI BPA: 2018-0208-0768
PRJ #: 2015-009955

CONSTRUCTION OF MULTI-FAMILY HOUSING OVER RESTAURANT AND BASEMENT IMPLEMENTING THE INDIVIDUALLY REQUESTED STATE DENSITY BONUS

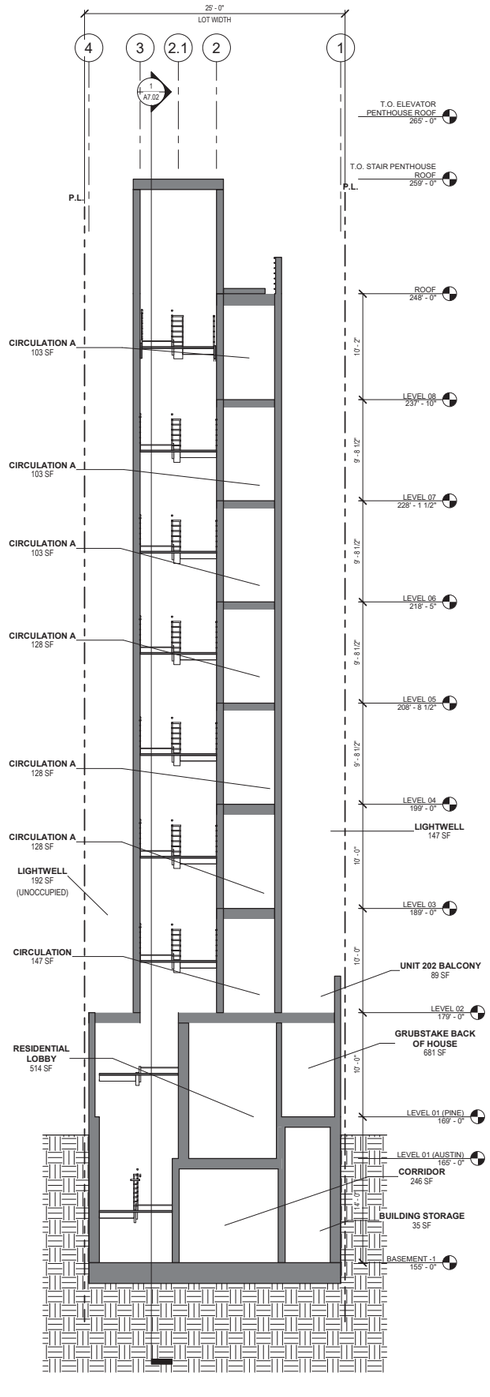
1525 PINE STREET DEV LLC

BUILDING SECTIONS

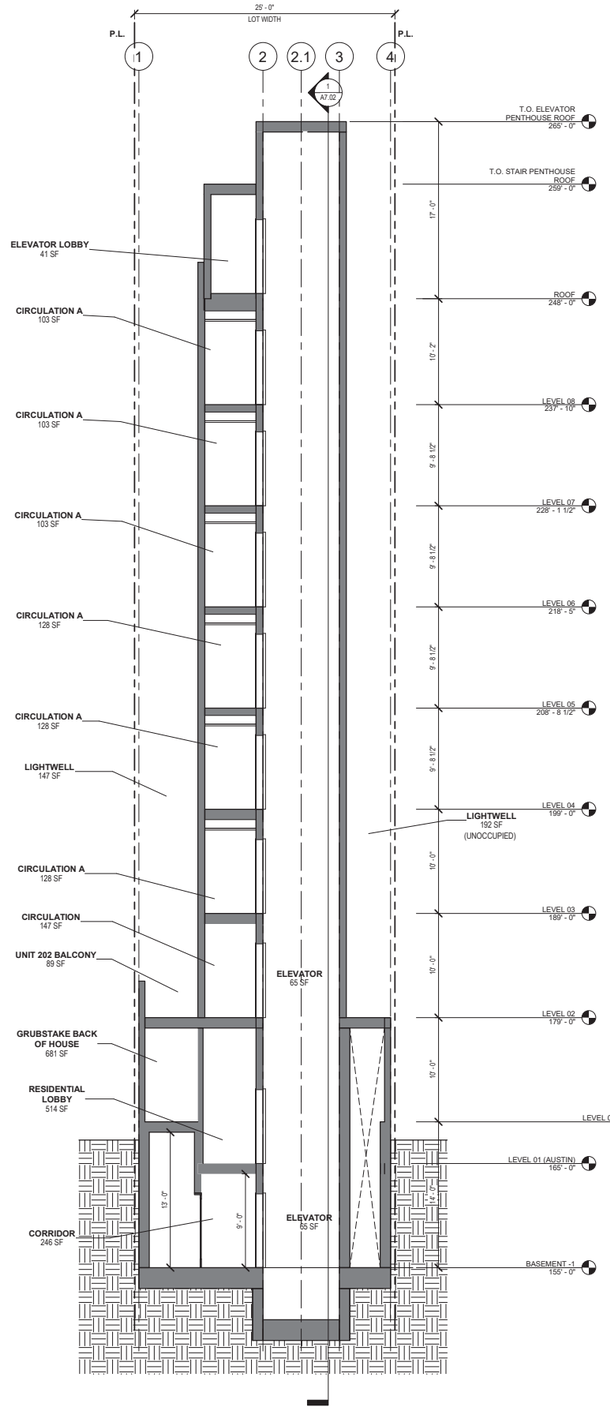
DATE	04/20/2021
SCALE	3/16" = 1'-0"
DRAWN BY	APC
CHECKED BY	TM
JOB NO.	1914

A7.02

2018-0208-0768
DBI PERMIT APPLICATION NUMBER



2 SECTION - EAST-WEST 02
3/16" = 1'-0"



1 SECTION - EAST-WEST 01
3/16" = 1'-0"

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Revisions

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SFDBI BPA: 2018-0208-0768
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CONSTRUCTION OF MULTI-FAMILY HOUSING OVER RESTAURANT AND BASEMENT IMPLEMENTING THE INDIVIDUALLY REQUESTED STATE DENSITY BONUS

1525 PINE STREET DEV LLC

BUILDING SECTIONS

DATE	04/20/2021
SCALE	3/16" = 1'-0"
DRAWN BY	Author
CHECKED BY	Checker
JOB NO.	1914

A7.03

DBI PERMIT APPLICATION NUMBER:
2018-0208-0768

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ATTACHMENT B

AGREEMENT TO IMPLEMENT MITIGATION MONITORING AND REPORTING PROGRAM

Record No.:	**2015-009955ENV**	*Block/Lot:*	0667/020
Project Title:	1525 Pine Street	*Lot Size:*	3,000 square feet
BPA Nos:	201802080768	*Project Sponsor:*	1525 Pine Street Dev LLC – c/o Toby Morris, (415) 749-0302
Zoning:	Polk Street NCD 65-A Height and Bulk District	*Lead Agency:*	San Francisco Planning Department
		Staff Contact:	Michael Li, (628) 652-7538

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.

	Period of Compliance			
Adopted Mitigation Measure	**Prior to the start of Construction***	**During Construction****	**Post-Construction or Operational**	**Compliance with MM completed?**
Mitigation Measure M-CR-2: Archeological Testing	X	X		
Mitigation Measure M-TC-1: Tribal Cultural Resources Archeological Resource Preservation Plan and/or Interpretive Program		X	X	
Mitigation Measure M-NO-2: Protection of Adjacent Buildings/Structures and Vibration Monitoring During Construction	X	X	X	
Mitigation Measure M-AQ-2: Construction Air Quality	X	X		
Mitigation Measure M-GE-6a: Worker Environmental Awareness Training	X	X		
Mitigation Measure M-GE-6b: Discovery of Unanticipated Paleontological Resources		X		

Adopted Improvement Measure	Prior to the start of Construction*	During Construction**	Post-Construction or Operational	Compliance with IM completed?
Improvement Measure I-CR-1a: Documentation	X			
Improvement Measure I-CR-1b: Interpretation	X		X	
Improvement Measure I-CR-1c: Salvage Architectural Materials from the Site for Public Information and Reuse	X	X	X	
Improvement Measure I-TR-1: Coordinated Construction Traffic Management Plan	X	X		

*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.

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

Property Owner or Legal Agent Signature

01/25/2021
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.

ATTACHMENT B

MITIGATION MONITORING AND REPORTING PROGRAM

Adopted Mitigation Measures	Implementation Responsibility	Mitigation Schedule	Monitoring/ Reporting Responsibility	Monitoring Actions/ Schedule and Verification of Compliance
			MONITORING AND REPORTING PROGRAM[1]	
MITIGATION MEASURES AGREED TO BY PROJECT SPONSOR				
CULTURAL RESOURCES				
Mitigation Measure M-CR-2: Archeological Testing				
Based on a reasonable presumption that archeological resources may be present within the project site, the following measures shall be undertaken to avoid any potentially significant adverse effect from the proposed project on buried or submerged historical resources and on human remains and associated or unassociated funerary objects. The project sponsor shall retain the services of an archeological consultant from the rotational Qualified Archeological Consultants List (QACL) maintained by the Planning Department (Department) archeologist. After the first project approval action or as directed by the Environmental Review Officer (ERO), the project sponsor shall contact the Department archeologist to obtain the names and contact information for the next three archeological consultants on the QACL. The archeological consultant shall undertake an archeological testing program as specified herein. In addition, the consultant shall be available to conduct an archeological interpretation, monitoring, and/or data recovery program if required pursuant to this measure. The archeological consultant's work shall be conducted in accordance with this measure at the direction of the ERO. All plans and reports prepared by the consultant as specified herein shall be submitted first and directly to the ERO for review and comment and shall be considered draft reports subject to revision until final approval by the ERO. Archeological monitoring and/or data recovery programs required by this measure could suspend construction of the project for up to a maximum of four weeks. At the direction of the ERO, the suspension of construction can be extended beyond four weeks only if such a suspension is the only feasible means to	Project sponsor's qualified archeological consultant and construction contractor.	Prior to issuance of construction permits and throughout the construction period.	ERO	Considered complete after Final Archeological Resources Report is approved.

Adopted Mitigation Measures	Implementation Responsibility	Mitigation Schedule	Monitoring/ Reporting Responsibility	Monitoring Actions/ Schedule and Verification of Compliance
reduce to a less-than-significant level potential effects on a significant archeological resource as defined in CEQA Guidelines Sections 15064.5(a) and (c).				
Archeological Testing Program. The archeological consultant and the ERO shall meet and consult on the scope of the archeological testing program reasonably prior to commencement of any project-related soils-disturbing activities. The archeological consultant shall prepare and submit to the ERO for review and approval an archeological testing plan (ATP). The archeological testing program shall be conducted in accordance with the approved ATP. The ATP shall identify the property types of the expected archeological resource(s) that potentially could be adversely affected by the proposed project, the testing method to be used, and the locations recommended for testing. The purpose of the archeological testing program will be to determine to the extent possible the presence or absence of archeological resources and to identify and to evaluate whether any archeological resource encountered on the site constitutes an historical resource under CEQA.	Project sponsor's qualified archeological consultant and construction contractor.	Prior to issuance of construction permits and throughout the construction period.	Planning Department	Considered complete after approval of Archeological Testing Report.
At the completion of the archeological testing program, the archeological consultant shall submit a written report of the findings to the ERO. If, based on the archeological testing program, the archeological consultant finds that significant archeological resources may be present, the ERO, in consultation with the archeological consultant, shall determine if additional measures are warranted. Additional measures that may be required include preservation in place, archeological interpretation, monitoring, additional testing, and/or an archeological data recovery program. No archeological data recovery shall be undertaken without the prior approval of the ERO or the Department archeologist. If the ERO determines that a significant archeological resource is present and that the resource could be adversely affected by the proposed project, the ERO, in consultation with the project sponsor, shall determine whether preservation of the resource in place is feasible. If so, the proposed project shall be redesigned so as to avoid any adverse effect on the significant archeological resource. If preservation in place is not feasible, a data recovery program shall be implemented, unless the ERO determines	Project sponsor / archeological consultant at the direction of the ERO.	After completion of the Archeological Testing Program.	Archeological consultant shall submit report of the findings of the ATP to the ERO.	Archeological Testing Result report or memo on file with Environmental Planning, with email or other written documentation of concurrence on need to archeological data recovery.

Adopted Mitigation Measures	Implementation Responsibility	Mitigation Schedule	Monitoring/ Reporting Responsibility	Monitoring Actions/ Schedule and Verification of Compliance
that the archeological resource is of greater interpretive than research significance and that interpretive use of the resource is feasible.				
Consultation with Descendant Communities. On discovery of an archeological site[1] associated with descendant Native Americans, the Overseas Chinese, or other potentially interested descendant group, an appropriate representative[2] of the descendant group and the ERO shall be contacted. The representative of the descendant group shall be given the opportunity to monitor archeological field investigations of the site and to offer recommendations to the ERO regarding appropriate archeological treatment of the site, of recovered data from the site, and, if applicable, any interpretative treatment of the associated archeological site. A copy of the Final Archaeological Resources Report shall be provided to the representative of the descendant group.	The archeological consultant, project sponsor, and project contractor at the direction of the ERO.	Monitoring of soils disturbing activities.	Consultation with ERO on identified descendant group.	Descendant group provides recommendations and is given a copy of the FARR.
Human Remains and Associated or Unassociated Funerary Objects. The treatment of human remains and of associated or unassociated funerary objects discovered during any soils-disturbing activity shall comply with all applicable state and federal laws. This shall include immediate notification of the Medical Examiner of the City and County of San Francisco and, in the event of the Medical Examiner's determination that the human remains are Native American remains, notification of the Native American Heritage Commission, which shall appoint a Most Likely Descendant (MLD). The MLD shall complete his or her inspection and make recommendations or preferences for treatment and disposition within 48 hours of being granted access to the site (Public Resources Code Section 5097.98). The ERO shall also be notified immediately upon discovery of human remains. The project sponsor and the ERO shall make all reasonable efforts to develop a Burial Agreement ("Agreement") with the MLD, as expeditiously as possible, for the treatment and disposition, with appropriate dignity, of the human remains and associated or unassociated funerary objects (as	Project sponsor / archeological consultant in consultation with the San Francisco Medical Examiner, NAHC, and MLD.	In the event that human remains are uncovered during the construction period.	Planning Department	Considered complete after approval of Final Archeological Results Report and disposition of human remains has occurred as specified in Agreement.

1 The term "archeological site" is intended here to minimally include any archeological deposit, feature, burial, or evidence of burial.

2 An "appropriate representative" of the descendant group is here defined to mean, in the case of Native Americans, any individual listed in the current Native American Contact List for the City and County of San Francisco maintained by the California Native American Heritage Commission and, in the case of the Overseas Chinese, the Chinese Historical Society of America. An appropriate representative of other descendant groups should be determined in consultation with the Department archeologist.

Adopted Mitigation Measures	Implementation Responsibility	Mitigation Schedule	Monitoring/ Reporting Responsibility	Monitoring Actions/ Schedule and Verification of Compliance
detailed in CEQA Guidelines Section 15064.5(d)). The Agreement shall take into consideration the appropriate excavation, removal, recordation, scientific analysis, custodianship, curation, and final disposition of the human remains and associated or unassociated funerary objects. Nothing in existing state regulations or in this mitigation measure compels the project sponsor and the ERO to accept recommendations of an MLD. However, if the ERO, project sponsor, and MLD are unable to reach an agreement on scientific treatment of the remains and associated or unassociated funerary objects, the ERO, in cooperation with the project sponsor, shall ensure that the remains and associated or unassociated funerary objects are stored securely and respectfully until they can be reinterred on the property, with appropriate dignity, in a location not subject to further or future subsurface disturbance (Public Resources Code Section 5097.98). Treatment of historic-period human remains and of associated or unassociated funerary objects discovered during soils-disturbing activity additionally shall follow protocols laid out in the archeological testing program and any agreement established between the project sponsor, the Medical Examiner, and the ERO.				
Archeological Monitoring Program. If the ERO, in consultation with the archeological consultant, determines that an archeological monitoring program shall be implemented, the archeological monitoring program shall minimally include the following provisions: • The ERO, in consultation with the archeological consultant, shall determine what project activities shall be archeologically monitored. In most cases, any soils-disturbing activities, such as demolition, foundation removal, excavation, grading, utilities installation, foundation work, driving of piles (foundation, shoring, etc.), site remediation, etc., shall require archeological monitoring because of the risk these activities pose to potential archeological resources and to their depositional context; • The archeological consultant shall undertake a worker training program for soils-disturbing workers that will include an overview of	Project sponsor and archeological consultant at the direction of the ERO.	Prior to issuance of site permits.	Consultation with ERO on scope of AMP.	After consultation with and approval by ERO of AMP.

Adopted Mitigation Measures	Implementation Responsibility	Mitigation Schedule	Monitoring/ Reporting Responsibility	Monitoring Actions/ Schedule and Verification of Compliance
			MONITORING AND REPORTING PROGRAM[1]	

expected resource(s), how to identify the evidence of the expected resource(s), and the appropriate protocol in the event of apparent discovery of an archeological resource;

- The archeological monitor(s) shall be present on the project site according to a schedule agreed upon by the archeological consultant and the ERO until the ERO has, in consultation with the project archeological consultant, determined that project construction activities could have no effects on significant archeological deposits;

- The archeological monitor shall record and be authorized to collect soil samples and artifactual/ecofactual material as warranted for analysis;

- If an intact archeological deposit is encountered, all soils-disturbing activities in the vicinity of the deposit shall cease. The archeological monitor shall be empowered to temporarily redirect demolition/excavation/pile driving/construction activities and equipment until the deposit is evaluated. If, in the case of pile driving or deep foundation activities (foundation, shoring, etc.), the archeological monitor has cause to believe that the pile driving or deep foundation activities may affect an archeological resource, the pile driving or deep foundation activities shall be terminated until an appropriate evaluation of the resource has been made in consultation with the ERO. The archeological consultant shall immediately notify the ERO of the encountered archeological deposit. The archeological consultant shall make a reasonable effort to assess the identity, integrity, and significance of the encountered archeological deposit, and present the findings of this assessment to the ERO for a determination as to whether the resources are significant and implementation of an archeological data recovery program therefore is necessary.

Whether or not significant archeological resources are encountered, the archeological consultant shall submit a written report of the findings of the monitoring program to the ERO.

Adopted Mitigation Measures	Implementation Responsibility	Mitigation Schedule	Monitoring/ Reporting Responsibility	Monitoring Actions/ Schedule and Verification of Compliance
Archeological Data Recovery Program. archeological data recovery program shall be conducted in accord with an archeological data recovery plan (ADRP). The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the ADRP prior to preparation of a draft ADRP. The archeological consultant shall submit a draft ADRP to the ERO. The ADRP shall identify how the proposed data recovery program will preserve the significant information the archeological resource is expected to contain. That is, the ADRP will identify what scientific/historical research questions are applicable to the expected resource, what data classes the resource is expected to possess, and how the expected data classes would address the applicable research questions. Data recovery, in general, should be limited to the portions of the historical property that could be adversely affected by the proposed project. Destructive data recovery methods shall not be applied to portions of the archeological resources if nondestructive methods are practical. The scope of the ADRP shall include the following elements: • *Field Methods and Procedures*. Descriptions of proposed field strategies, procedures, and operations. • *Cataloguing and Laboratory Analysis*. Description of selected cataloguing system and artifact analysis procedures. • *Discard and Deaccession Policy*. Description of and rationale for field and post-field discard and deaccession policies. • *Interpretive Program*. Consideration of an on-site/off-site public interpretive program for significant finds. • *Security Measures*. Recommended security measures to protect the archeological resource from vandalism, looting, and non-intentionally damaging activities. • *Final Report*. Description of proposed report format and distribution of results.	Project sponsor's qualified archeological consultant and construction contractor.	In the event that an archeological site is uncovered during the construction period.	Planning Department	Considered complete upon approval of Final Archeological Results Report.

Adopted Mitigation Measures	Implementation Responsibility	Mitigation Schedule	Monitoring/ Reporting Responsibility	Monitoring Actions/ Schedule and Verification of Compliance
• *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.				
Public Interpretation. If project soils disturbance results in the discovery of a significant archeological resource, the ERO may require that information provided by archeological data recovery be made available to the public in the form of a non-technical, non-confidential archeological report, archeological signage and displays or another interpretive product. The project archeological consultant shall prepare an Archeological Public Interpretation Plan that describes the interpretive product(s), locations, or distribution of interpretive materials or displays, the proposed content and materials, the producers or artists of the displays or installation, and a long-term maintenance program. The draft interpretive plan may be a stand-alone document or may be included as an appendix to the Final Archeological Resources Report, depending on timing of analyses. The draft interpretive plan shall be subject to the ERO for review and approval and shall be implemented prior to project occupancy.	Archeological consultant at the direction of the ERO.	Following completion of cataloguing, analysis, and interpretation of recovered archeological data.	Preparation of APIP.	APIP is complete on review and approval of ERO. Interpretive program is complete on certification to ERO that program has been implemented.
Final Archeological Resources Report. The archeological consultant shall submit a Draft Final Archeological Resources Report (FARR) to the ERO that evaluates the historical significance of any discovered archeological resource and describes the archeological and historical research methods employed in the archeological testing/monitoring/data recovery program(s) undertaken. The Draft FARR shall include a curation and deaccession plan for all recovered cultural materials. Copies of the Draft FARR shall be sent to the ERO for review and approval. Once approved by the ERO, the consultant shall also prepare a public distribution version of the FARR. Copies of the FARR shall be distributed as follows: the California Archaeological Site Survey Northwest Information Center (NWIC) shall receive one (1) copy and the ERO shall receive a copy of the transmittal of the FARR to the NWIC. The Environmental Planning Division of the Planning Department shall receive one bound and one unlocked, searchable PDF copy of the FARR on CD or other electronic medium, along with GIS shapefiles of the site and feature locations and copies of any formal site recordation forms (CA DPR 523 series) and/or	Project sponsor's qualified archeological consultant.	At completion of archeological investigations.	Planning Department	Considered complete after Final Archeological Resources Report is approved.

Adopted Mitigation Measures	Implementation Responsibility	Mitigation Schedule	Monitoring/ Reporting Responsibility	Monitoring Actions/ Schedule and Verification of Compliance
documentation for nomination to the National Register of Historic Places/California Register of Historical Resources.				
TRIBAL CULTURAL RESOURCES				
Mitigation Measure M-TC-1: Tribal Cultural Resources Archeological Resource Preservation Plan and/or Interpretive Program				
In the event of the discovery of an archeological resource of Native American origin, the Environmental Review Officer (ERO), the project sponsor, and the tribal representative shall consult to determine whether preservation in place would be feasible and effective. If it is determined that preservation-in-place of the TCR would be both feasible and effective, then the archeological consultant shall prepare an archeological resource preservation plan, which shall be implemented by the project sponsor during construction to ensure the permanent protection of the resource. If the ERO, in consultation with the project sponsor and the tribal representative, determines that preservation in place of the TCR is not a sufficient or feasible option, then the project archeologist shall prepare an interpretive program of the TCR in consultation with affiliated Native American tribal representatives and the project sponsor. The plan shall identify proposed locations for displays or installations, the proposed content and materials of those displays or installations, the producers or artists of the displays or installations, and a long-term maintenance program. The interpretive program may include artist installations, preferably by local Native American artists, oral histories with local Native Americans, artifacts displays and interpretation, and educational panels or other informational displays. Upon approval by the ERO and prior to project occupancy, the interpretive program shall be implemented by the project sponsor.	Project sponsor, archeological consultant, and ERO, in consultation with the affiliated Native American tribal representatives.	If a significant archeological resource is present, during implementation of the project.	Planning Department	Considered complete upon project redesign, completion of ARPP, or interpretive program of the TCR, if required.
NOISE				
Mitigation Measure M-NO-2: Protection of Adjacent Buildings/Structures and Vibration Monitoring During Construction				
Prior to issuance of any demolition or building permit, the property owner shall submit a project-specific Pre-construction Survey and Vibration Management and Monitoring Plan to the Planning Department (Lead Agency) for approval. The plan shall identify all feasible means to avoid				

Adopted Mitigation Measures	Implementation Responsibility	Mitigation Schedule	Monitoring/ Reporting Responsibility	Monitoring Actions/ Schedule and Verification of Compliance
damage to potentially affected buildings. The property owner shall ensure that the following requirements of the Vibration Management and Monitoring Plan are included in contract specifications.				
Pre-construction Survey. Prior to the start of any ground-disturbing activity, the property owner or their designees shall engage a consultant to undertake a Pre-construction Survey of potentially affected buildings. If potentially affected buildings and/or structures are not potentially historic, a structural engineer or other professional with similar qualifications shall document and photograph the existing conditions of the potentially affected buildings and/or structures. The project sponsor shall submit the survey to the Lead Agency for review and approval prior to the start of vibration-generating construction activity. If nearby affected buildings are potentially historic, the project sponsor shall engage a historic architect or qualified historic preservation professional and a structural engineer or other professional with similar qualifications to undertake a Pre-construction Survey of potentially affected historic buildings. The Pre-construction Survey shall include descriptions and photographs of both the exterior and interior of all identified historic buildings including all facades, roofs, and details of the character-defining features that could be damaged during construction, and shall document existing damage, such as cracks and loose or damaged features. The report shall also include pre-construction drawings that record the pre-construction condition of the buildings and identify cracks and other features to be monitored during construction. The historic architect or qualified historic preservation professional should be the lead author of the Pre-construction Survey if historic buildings and/or structures could be affected by the project. These reports shall be submitted to the Lead Agency for review and approval prior to the start of vibration-generating construction activity.	Project sponsor and structural engineer, historic architect, or qualified historic preservation professional.	Prior to any ground disturbing or vibration-generating construction activities.	Project sponsor and structural engineer, historic architect, or qualified historic preservation professional to submit a Pre-construction Survey to the Lead Agency.	Considered complete upon approval of the Pre-construction Survey by the Lead Agency.
Vibration Management and Monitoring Plan. The property owner or their designee shall undertake a monitoring plan to avoid or reduce project-related construction vibration damage to adjacent buildings and/or structures and to ensure that any such damage is documented and repaired. The Vibration Management and Monitoring Plan shall apply to all potentially affected buildings and/or structures. Prior to issuance of	Project sponsor / contractor(s).	Prior to issuance of any demolition or building permits.	Project sponsor to submit a Vibration Management and Monitoring Plan to the Lead Agency.	Considered complete upon approval of the Vibration Management and Monitoring Plan by the Lead Agency.

Adopted Mitigation Measures	Implementation Responsibility	Mitigation Schedule	Monitoring/ Reporting Responsibility	Monitoring Actions/ Schedule and Verification of Compliance
			MONITORING AND REPORTING PROGRAM[1]	

any demolition or building permit, the project sponsor shall submit the Vibration Management and Monitoring Plan that lays out the monitoring program to the Lead Agency for approval. If historic buildings could be affected, the Vibration Management and Monitoring Plan shall also be submitted to the Lead Agency's preservation staff for review and approval, if applicable.

The Vibration Management and Monitoring Plan shall include, at a minimum, the following components, as applicable:

- *Maximum Vibration Level.* Based on the anticipated construction and condition of the affected buildings and/or structures on adjacent properties, a qualified acoustical/vibration consultant in coordination with a structural engineer (or professional with similar qualifications) and, in the case of potentially affected historic buildings/structures, a historic architect or qualified historic preservation professional, shall establish a maximum vibration level that shall not be exceeded at each building/structure on adjacent properties, based on existing conditions, character-defining features, soil conditions, and anticipated construction practices (common standards are a peak particle velocity [PPV] of 0.25 inch per second for historic and some old buildings, a PPV of 0.3 inch per second for older residential structures, and a PPV of 0.5 inch per second for new residential structures and modern industrial/commercial buildings).
- *Vibration-generating Equipment.* The plan shall identify all vibration-generating equipment to be used during construction (including, but not limited to, site preparation, clearing, demolition, excavation, shoring, foundation installation, and building construction).
- *Alternative Construction Equipment and Techniques.* The plan shall identify potential alternative equipment and techniques that could be implemented if construction vibration levels are observed in excess of the established standard (e.g., pre-drilled piles could be substituted for driven piles, if feasible, based on

Adopted Mitigation Measures	Implementation Responsibility	Mitigation Schedule	Monitoring/ Reporting Responsibility	Monitoring Actions/ Schedule and Verification of Compliance

soil conditions, or smaller, lighter equipment could be used in some cases).

- *Pile Driving Requirements.* For projects that require pile driving, the project sponsor shall incorporate into construction specifications for the project a requirement that the construction contractor(s) use all feasible means to avoid or reduce damage to potentially affected buildings. Such methods may include one or more of the following:
    - Incorporate "quiet" pile-driving technologies into project construction (such as predrilling piles, using sonic pile drivers, auger cast-in-place, or drilled-displacement), as feasible; and/or
    - Ensure appropriate excavation shoring methods to prevent the movement of adjacent structures
- *Buffer Distances.* The plan shall identify buffer distances to be maintained based on vibration levels and site constraints between the operation of vibration-generating construction equipment and the potentially affected building and/or structure to avoid damage to the extent possible.
- *Vibration Monitoring.* The plan shall lay out the method and equipment for vibration monitoring. To ensure that construction vibration levels do not exceed the established standard, the acoustical consultant shall monitor vibration levels at each affected building and/or structure on adjacent properties and prohibit vibratory construction activities that generate vibration levels in excess of the standard.
    - Should construction vibration levels be observed in excess of those established in the plan, the contractor(s) shall halt construction and put alternative construction techniques identified in the plan into practice, to the extent feasible.
    - The historic architect or qualified historic preservation professional (for effects on historic buildings and/or structures) and/or structural engineer (for effects on

Adopted Mitigation Measures	Implementation Responsibility	Mitigation Schedule	Monitoring/ Reporting Responsibility	Monitoring Actions/ Schedule and Verification of Compliance

historic and non-historic buildings and/or structures) shall inspect each affected building and/or structure in the event the development project exceeds the established standards.

- If vibration has damaged nearby buildings and/or structures that are not historic, the structural engineer shall immediately notify the Lead Agency and prepare a damage report documenting the features of the building and/or structure that has been damaged.
- If vibration has damaged nearby buildings and/or structures that are historic, the historic preservation consultant shall immediately notify the Lead Agency and prepare a damage report documenting the features of the building and/or structure that has been damaged.
- If no damage has occurred to nearby buildings and/or structures, then the historic preservation professional (if potentially affected buildings are historic) and/or structural engineer (for effects on historic and non-historic buildings) shall submit a monthly report to the Lead Agency for review. This report shall identify and summarize the vibration level exceedances and describe the actions taken to reduce vibration.

o Following incorporation of the alternative construction techniques and/or Lead Agency review of the damage report, vibration monitoring shall recommence to ensure that vibration levels at each affected building and/or structure on adjacent properties are not exceeded.

MONITORING AND REPORTING PROGRAM[1]				
Adopted Mitigation Measures	**Implementation Responsibility**	**Mitigation Schedule**	**Monitoring/ Reporting Responsibility**	**Monitoring Actions/ Schedule and Verification of Compliance**
• *Periodic Inspections.* The plan shall lay out the intervals and parties responsible for periodic inspections. The historic architect or qualified historic preservation professional (for effects on historic buildings and/or structures) and/or structural engineer (for effects on historic and non-historic buildings and/or structures) shall conduct regular periodic inspections of each affected building and/or structure on adjacent properties during vibration-generating construction activity on the project site. The plan will specify how often inspections and reporting shall occur. • *Repairing Damage.* The plan shall also identify provisions to be followed should damage to any building and/or structure occur due to construction-related vibration. The building(s) and/or structure(s) shall be remediated to their pre-construction condition at the conclusion of vibration-generating activity on the site. For historic resources, should damage occur to any building and/or structure, the building and/or structure shall be restored to its pre-construction condition in consultation with the historic architect or qualified historic preservation professional and Lead Agency.				
Vibration Monitoring Results Report. After construction is complete, the Lead Agency shall receive a final report from the historic architect or qualified historic preservation professional (for effects on historic buildings and/or structures) and/or structural engineer (for effects on historic and non-historic buildings and/or structures). The report shall include, at minimum, collected monitoring records, building and/or structure condition summaries, descriptions of all instances of vibration level exceedance, identification of damage incurred due to vibration, and corrective actions taken to restore damaged buildings and structures. The Lead Agency shall review and approve all Vibration Monitoring Results Reports.	Project sponsor and structural engineer, historic architect, or qualified historic preservation professional.	Following end of construction activities.	Project sponsor and structural engineer, historic architect, or qualified historic preservation professional to submit a Vibration Monitoring Results Report to the Lead Agency.	Considered complete after approval of the Vibration Monitoring Results Report by the Lead Agency.

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Adopted Mitigation Measures	**Implementation Responsibility**	**Mitigation Schedule**	**Monitoring/ Reporting Responsibility**	**Monitoring Actions/ Schedule and Verification of Compliance**
AIR QUALITY				
Mitigation Measure M-AQ-2: Construction Air Quality				
The project sponsor or the project sponsor's Contractor shall comply with the following: A. *Engine Requirements.* 1. All off-road equipment greater than 25 hp and operating for more than 20 total hours over the entire duration of construction activities shall have engines that meet or exceed either U.S. Environmental Protection Agency (USEPA) or California Air Resources Board (ARB) Tier 2 off-road emission standards, and have been retrofitted with an ARB Level 3 Verified Diesel Emissions Control Strategy. Equipment with engines meeting Tier 4 Interim or Tier 4 Final off-road emission standards automatically meet this requirement. 2. Where access to alternative sources of power are available, portable diesel engines shall be prohibited. 3. Diesel engines, whether for off-road or on-road equipment, shall not be left idling for more than two minutes, at any location, except as provided in exceptions to the applicable state regulations regarding idling for off-road and on-road equipment (e.g., traffic conditions, safe operating conditions). The Contractor shall post legible and visible signs in English, Spanish, and Chinese, in designated queuing areas and at the construction site to remind operators of the two minute idling limit. 4. The Contractor shall instruct construction workers and equipment operators on the maintenance and tuning of construction equipment, and require that such workers and operators properly maintain and tune equipment in accordance with manufacturer specifications. B. *Waivers.* 1. The Planning Department's Environmental Review Officer or designee (ERO) may waive the alternative source of power requirement of Subsection (A)(2) if an alternative source of	Project sponsor / contractor(s).	Prior to construction activities requiring the use of off-road equipment.	Project sponsor and contractor(s) to submit certification statement to the ERO.	Considered complete upon submittal of certification statement.

Adopted Mitigation Measures	Implementation Responsibility	Mitigation Schedule	Monitoring/ Reporting Responsibility	Monitoring Actions/ Schedule and Verification of Compliance
power is limited or infeasible at the project site. If the ERO grants the waiver, the Contractor must submit documentation that the equipment used for onsite power generation meets the requirements of Subsection (A)(1). 2. The ERO may waive the equipment requirements of Subsection (A)(1) if: a particular piece of off-road equipment with an ARB Level 3 VDECS is technically not feasible; the equipment would not produce desired emissions reduction due to expected operating modes; installation of the equipment would create a safety hazard or impaired visibility for the operator; or, there is a compelling emergency need to use off-road equipment that is not retrofitted with an ARB Level 3 VDECS. If the ERO grants the waiver, the Contractor must use the next cleanest piece of off-road equipment, according to Table below. **Table – Off-Road Equipment Compliance Step-down Schedule** **Compliance Alternative** / **Engine Emission Standard** / **Emissions Control** 1 / Tier 2 / ARB Level 2 VDECS 2 / Tier 2 / ARB Level 1 VDECS 3 / Tier 2 / Alternative Fuel* How to use the table: If the ERO determines that the equipment requirements cannot be met, then the project sponsor would need to meet Compliance Alternative 1. If the ERO determines that the Contractor cannot supply off-road equipment meeting Compliance Alternative 1, then the Contractor must meet Compliance Alternative 2. If the ERO determines that the Contractor cannot supply off-road equipment meeting Compliance Alternative 2, then the Contractor must meet Compliance Alternative 3. ** Alternative fuels are not a VDECS.				
C. *Construction Emissions Minimization Plan.* Before starting on-site construction activities, the Contractor shall submit a Construction Emissions Minimization Plan (Plan) to the ERO for review and approval. The Plan shall state, in reasonable detail, how the Contractor will meet the requirements of Section A. 1. The Plan shall include estimates of the construction timeline by phase, with a description of each piece of off-road equipment required for every construction phase. The description may	Project sponsor / contractor(s).	Prior to issuance of a permit specified in Section 106A.3.2.6 of the San Francisco Building Code.	Project sponsor and contractor(s) to prepare and submit a Plan to the ERO.	Considered complete on findings by ERO that Plan is complete.

Adopted Mitigation Measures	Implementation Responsibility	Mitigation Schedule	Monitoring/ Reporting Responsibility	Monitoring Actions/ Schedule and Verification of Compliance
include, but is not limited to: equipment type, equipment manufacturer, equipment identification number, engine model year, engine certification (Tier rating), horsepower, engine serial number, and expected fuel usage and hours of operation. For VDECS installed, the description may include: technology type, serial number, make, model, manufacturer, ARB verification number level, and installation date and hour meter reading on installation date. For off-road equipment using alternative fuels, the description shall also specify the type of alternative fuel being used.				
2. The project sponsor shall ensure that all applicable requirements of the Plan have been incorporated into the contract specifications. The Plan shall include a certification statement that the Contractor agrees to comply fully with the Plan.				
3. The Contractor shall make the Plan available to the public for review on-site during working hours. The Contractor shall post at the construction site a legible and visible sign summarizing the Plan. The sign shall also state that the public may ask to inspect the Plan for the project at any time during working hours and shall explain how to request to inspect the Plan. The Contractor shall post at least one copy of the sign in a visible location on each side of the construction site facing a public right-of-way.				
D. *Monitoring.* After start of Construction Activities, the Contractor shall submit quarterly reports to the ERO documenting compliance with the Plan. After completion of construction activities and prior to receiving a final certificate of occupancy, the project sponsor shall submit to the ERO a final report summarizing construction activities, including the start and end dates and duration of each construction phase, and the specific information required in the Plan.	Project sponsor / contractor(s).	Quarterly	Project sponsor and contractor(s) to submit quarterly reports to the ERO.	Considered complete upon findings by the ERO that the Plan is being/has been implemented.

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GEOLOGY AND SOILS				
Mitigation Measure M-GE-6a: Worker Environmental Awareness Training				
Prior to commencing construction, the project sponsor shall ensure that all workers are trained on the contents of the Paleontological Resources Alert Sheet, as provided by the Planning Department. The Paleontological Resources Alert Sheet shall be prominently displayed at the construction site during ground disturbing activities to provide pre-construction worker environmental awareness training regarding potential paleontological resources. In addition, the project sponsor (through a designated representative) shall inform construction personnel of the immediate stop work procedures and contact information to be followed if bones or other potential fossils are unearthed at the project site, and the laws and regulations protecting paleontological resources. As new workers arrive at the project site for ground disturbing activities, they would be trained by the construction supervisor. The project sponsor shall submit a letter confirming the timing of the worker training to the Planning Department. The letter shall confirm the project's location, the date of training, the location of the informational handout display, and the number of participants. The letter shall be transmitted to the Planning Department within five (5) business days of conducting the training.	Project sponsor / contractor(s).	Prior to and during ground disturbing activities	Project sponsor and contractor(s) to submit a confirmation letter to the Planning Department each time a training session is held. The letter shall be submitted within five (5) business days of conducting a training session.	Considered complete upon end of ground disturbing activities.
Mitigation Measure M-GE-6b: Discovery of Unanticipated Paleontological Resources				
In the event of the discovery of an unanticipated paleontological resource during construction, excavations within 25 feet of the find shall temporarily be halted until the discovery is examined by a qualified paleontologist (pursuant to Society of Vertebrate Paleontology standards (SVP 1995, 1996)). Work within the sensitive area shall resume only when deemed appropriate by the qualified paleontologist in consultation with the Planning Department.	Project sponsor, qualified paleontologist, and construction contractor.	During ground disturbing activities.	If necessary, the project sponsor and a qualified paleontologist shall submit a Paleontological Mitigation Program to the Planning Department.	Considered complete upon end of ground disturbing activities or, if necessary, approval of a Paleontological Resources Report by the Planning Department.

Adopted Mitigation Measures	Implementation Responsibility	Mitigation Schedule	Monitoring/ Reporting Responsibility	Monitoring Actions/ Schedule and Verification of Compliance
The qualified paleontologist shall determine if: (1) the discovery is scientifically significant; (2) the necessity for involving other agencies and stakeholders; (3) the significance of the resource; and (4) methods for resource recovery. If a paleontological resource assessment results in a determination that the resource is not scientifically important, this conclusion shall be documented in a Paleontological Evaluation Letter to demonstrate compliance with applicable statutory requirements. The Paleontological Evaluation Letter shall be submitted to the Planning Department for review within 30 business days of the discovery. If a paleontological resource is determined to be of scientific importance and there are no feasible avoidance measures, a Paleontological Mitigation Program (mitigation program) must be prepared by the qualified paleontologist engaged by the project sponsor. The mitigation program shall include measures to fully document and recover the resource. The mitigation program shall be approved by the Planning Department. Ground disturbing activities in the project area shall be monitored as determined by the qualified paleontologist for the duration of such activities in collaboration with the Planning Department, once work is resumed. The mitigation program shall include: (1) procedures for construction monitoring at the project site; (2) fossil preparation and identification procedures; (3) curation into an appropriate repository; and (4) preparation of a Paleontological Resources Report (report or paleontology report) at the conclusion of ground disturbing activities. The paleontology report shall include dates of field work, results of monitoring, fossil identifications to the lowest possible taxonomic level, analysis of the fossil collection, a discussion of the scientific significance of the fossil collection, conclusions, locality forms, an itemized list of specimens, and a repository receipt from the curation facility. The project sponsor shall be responsible for the preparation and implementation of the mitigation program, in addition to any costs necessary to prepare and identify collected fossils and for any curation fees charged by the paleontological repository. The mitigation program shall be submitted to the Planning Department for review within 10 business days of the discovery. The paleontology report shall be submitted to the Planning Department for review within 30				

Adopted Mitigation Measures	Implementation Responsibility	Mitigation Schedule	Monitoring/ Reporting Responsibility	Monitoring Actions/ Schedule and Verification of Compliance
business days from conclusion of ground disturbing activities or as negotiated following consultation with the Planning Department.				
IMPROVEMENT MEASURES AGREED TO BY PROJECT SPONSOR				
CULTURAL RESOURCES				
Improvement Measure I-CR-1a: Documentation				
A. Historic American Building/Historic American Landscape Survey				
Prior to the issuance of demolition or site permits, the project sponsor should undertake Historic American Building/Historic American Landscape Survey-like (HABS/HALS-like) level documentation of the subject property, structures, objects, materials, and landscaping. The documentation should be funded by the project sponsor and undertaken by a qualified professional who meets the standards for history, architectural history, or architecture (as appropriate), as set forth by the Secretary of the Interior's Professional Qualification Standards (36 Code of Federal Regulation, Part 61) and will assist with the reuse and/or replication of character-defining features to be incorporated into the new construction and provide content to the interpretation program, both of which are part of the proposed project. The professional overseeing the documentation should meet with Planning Department staff for review and approval of a coordinated documentation plan before work on any one aspect may commence. The specific scope of the documentation should be reviewed and approved by the Planning Department. The documentation package created should consist of the items listed below. *Measured Drawings:* A set of measured drawings that depict the existing size, scale, and dimension of the subject property. Planning Department preservation staff will accept the original architectural drawings or an as-built set of architectural drawings (plan, section, elevation, etc.) with modification to meet HABS guidelines as determined by Planning Department preservation staff. Planning Department preservation staff will assist the consultant in determining the appropriate level of measured drawings.	Project sponsor and qualified professional who meets the standards for history, architectural history, or architecture.	Prior to the issuance of demolition, site, or building permits.	Project sponsor and qualified professional to submit HABS/HALS documentation to the Planning Department.	Considered complete upon approval of HABS/HALS documentation by the Planning Department.

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Adopted Mitigation Measures	**Implementation Responsibility**	**Mitigation Schedule**	**Monitoring/ Reporting Responsibility**	**Monitoring Actions/ Schedule and Verification of Compliance**
Historic American Buildings/Historic American Landscape Survey Level Photographs: Either Historic American Buildings/Historic American Landscape Survey (HABS/HALS) standard large-format or digital photography should be used. The scope of the digital photographs should be reviewed by Planning Department preservation staff for concurrence, and all digital photography should be conducted according to the latest National Park Service standards. The photography should be undertaken by a qualified professional with demonstrated experience in HABS/HALS photography. Photograph views for the data set should include contextual views; views of each side of the building and interior views, including any original interior features, where possible; oblique views of the building; and detail views of character-defining features, including landscape elements. All views should be referenced on a photographic key. This photographic key should be on a map of the property and should show the photograph number with an arrow to indicate the direction of the view. Historic photographs should also be collected, reproduced, and included in the data set. The professional(s) should prepare the documentation and the Planning Department should monitor its preparation. The HABS/HALS documentation scope will determine the requested documentation type for each facility, and the project sponsor will conduct outreach to identify other interested repositories. The professional(s) should submit the completed documentation for review and approval by Planning Department preservation staff before issuance of building permits. All documentation will be reviewed and approved by Planning Department preservation staff before any demolition or site permit is granted for the affected historical resource. The final approved documentation should be provided in both printed and electronic form to the Planning Department and offered to repositories including, but not limited to, the San Francisco Public Library, the Northwest Information Center, San Francisco Architectural Heritage, the California Historical Society, and the GLBT Historical Society. The Planning Department will make electronic versions of the documentation available to the public at no charge.				

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Adopted Mitigation Measures	**Implementation Responsibility**	**Mitigation Schedule**	**Monitoring/ Reporting Responsibility**	**Monitoring Actions/ Schedule and Verification of Compliance**
B. Video Recordation				
Prior to any demolition or substantial alteration of an individual historical resource or contributor to a historic district on the project site, the project sponsor should retain a qualified professional to undertake video documentation of the affected historical resource and its setting. This mitigation measure would supplement the traditional HABS/HALS documentation, and would enhance the collection of reference materials that would be available to the public and inform future research. The documentation should be conducted by a professional videographer with experience recording architectural resources. The professional videographer should provide a storyboard of the proposed video recordation for review and approval by Planning Department preservation staff. The documentation should be narrated by a qualified professional who meets the standards for history, architectural history, or architecture (as appropriate), as set forth by the Secretary of the Interior's Professional Qualification Standards (36 Code of Federal Regulations, Part 61). The documentation should include as much information as possible—using visuals in combination with narration—about the materials, construction methods, current condition, historical use, and historic context of the historic resources. The final video should be reviewed and approved by Planning Department preservation staff prior to issuance of a demolition permit or site permit or issuance of any building permits for the project. Archival copies of the video documentation should be submitted to the Planning Department, and to repositories including: History Room at the San Francisco Public Library, Prelinger Archives, the California Historical Society, San Francisco Architectural Heritage, and the Northwest Information Center of the California Historical Information Resource System. This improvement measure would supplement the traditional HABS documentation, and would enhance the collection of reference materials that would be available to the public and inform future research.	Project sponsor, qualified professional videographer, and qualified narrator who meets the standards for history, architectural history, or architecture.	Prior to issuance of demolition, site, or building permits.	Project sponsor, qualified videographer, and qualified narrator to submit video documentation to the Planning Department.	Considered complete upon approval of video documentation by the Planning Department.

	MONITORING AND REPORTING PROGRAM[1]			
Adopted Mitigation Measures	**Implementation Responsibility**	**Mitigation Schedule**	**Monitoring/ Reporting Responsibility**	**Monitoring Actions/ Schedule and Verification of Compliance**
Improvement Measure I-CR-1b: Interpretation				
The project sponsor should facilitate the development of an interpretive program focused on the history of the project site as outlined in the project description. The interpretive program should be developed and implemented by a qualified professional with demonstrated experience in displaying information and graphics to the public in a visually interesting manner, such as a museum or exhibit curator. The project sponsor should utilize the oral histories and subsequent transcripts prepared as part of the Historic Resource Evaluation review process. As feasible, coordination with local artists or community members should occur. The primary goal of the program is to educate visitors and future residents about the property's historical themes, associations, and lost contributing features within broader historical, social, and physical landscape contexts. These themes would include but not be limited to the subject property's historic significance as a contributor to the identified-eligible Polk Gulch LGBTQ Historic District and should include the oral histories previous undertaken for this project. This program should be initially outlined in a Historic Resources Public Interpretive Plan (HRPIP) subject to review and approval by Planning Department preservation staff. The HRPIP will lay out the various components of the interpretive program that should be developed in consultation with a qualified preservation professional. The HRPIP should describe the interpretive product(s), locations or distribution of interpretive materials or displays, the proposed content and materials, the producers or artists of the displays or installation, and a long-term maintenance program. The HRPIP should be approved by Planning Department staff prior to issuance of a site permit or demolition permit. The interpretive program should include the installation of permanent on-site interpretive displays but may also include development of digital/virtual interpretive products. For physical interpretation, the plan should include the proposed format and accessible location of the interpretive content, as well as high-quality graphics and written narratives. The permanent display should include the history of 1525 Pine Street and the historical context of the Polk Gulch LGBTQ Historic District. The display should be placed in a prominent, public setting within, on, or in the exterior of the new building. The interpretive material(s) should be	Project sponsor and qualified professional with demonstrated experience in displaying information and graphics to the public (e.g., museum or exhibit curator).	Prior to issuance of the architectural addendum to the site permit.	Project sponsor and qualified professional to submit a HRPIP to the Planning Department.	Ongoing during project operation following approval of the HRPIP by the Planning Department.

Adopted Mitigation Measures	Implementation Responsibility	Mitigation Schedule	Monitoring/ Reporting Responsibility	Monitoring Actions/ Schedule and Verification of Compliance
installed within the project site boundaries and made of durable all-weather materials. The interpretive material(s) should be of high quality and installed to allow for high public visibility. The interpretive plan should also explore contributing to digital platforms that are publicly accessible, such as the History Pin website or phone applications. Interpretive material could include elements such as virtual museums and content, such as oral history, brochures, and websites. All interpretive material should be publicly available. The HRPIP should be approved by Planning Department preservation staff prior to issuance of the architectural addendum to the site permit. The detailed content, media and other characteristics of such interpretive program should be approved by Planning Department preservation staff prior to issuance of a Temporary Certificate of Occupancy. Prior to finalizing the HRPIP, the sponsor and consultant should attempt to convene a community group consisting of local preservation organizations and other interested parties such as SF Heritage and the GLBT Historical Society to receive feedback on the interpretive plan. The interpretive program should be developed in coordination with the archaeological program if archaeological interpretation is required. The interpretive program should also coordinate with other interpretive programs currently proposed or installed in the vicinity or for similar resources in the city.				
Improvement Measure I-CR-1c: Salvage Architectural Materials from the Site for Public Information and Reuse As included in the project description, the project sponsor proposes to reuse many of the significant features associated with Grubstake in the proposed project. Prior to the removal of the character-defining features of the historic district contributor that are proposed to be incorporated into the proposed project, the project sponsor should provide Planning Department preservation staff with a salvage plan that outlines the details of how the features to be reused and incorporated into the proposed project would be removed, stored, reinstalled, and maintained. The salvage plan should be reviewed and approved by Planning Department	Project sponsor / contractor(s).	Prior to issuance of the architectural addendum to the site permit.	Project sponsor and contractor(s) to submit a salvage plan to the Planning Department.	Considered complete upon approval of the salvage plan by the Planning Department and implementation of the salvage plan by the project sponsor and contractor(s).

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Adopted Mitigation Measures	**Implementation Responsibility**	**Mitigation Schedule**	**Monitoring/ Reporting Responsibility**	**Monitoring Actions/ Schedule and Verification of Compliance**
preservation staff prior to issuance of the architectural addendum to the site permit.				
TRANSPORTATION AND CIRCULATION				
Improvement Measure I-TR-1: Coordinated Construction Traffic Management Plan				
The project sponsor should participate in the preparation and implementation of a coordinated construction traffic management plan that includes measures to reduce hazards between construction-related traffic and pedestrians, bicyclists, and transit vehicles. The coordinated construction traffic management plan should be prepared in coordination with other public and private projects within a one-block radius that may have overlapping construction schedules and should be subject to review and approval by the City's interdepartmental Transportation Advisory Staff Committee (TASC). The plan should include, but not necessarily be limited to, the following measures: *Restricted Construction Access Hours:* Limit truck movements and deliveries requiring lane closures to occur between 9:00 a.m. and 4:00 p.m., outside of peak morning and evening weekday commute hours. *Alternative Transportation for Construction Workers:* Provide incentives to construction workers to carpool, use transit, bike, and walk to the project site as alternatives to driving alone to and from the project site. Such incentives may include, but not be limited to, providing secure bicycle parking spaces, participating in the free-to-employee-and-employer ride matching program from www.511.org, participating in the emergency ride home program through the City of San Francisco (www.sferh.org), and providing transit information to construction workers. *Construction Worker Parking Plan:* The location of construction worker parking will be identified as well as the person(s) responsible for monitoring the implementation of the proposed parking plan. The use of on-street parking to accommodate construction worker parking will be discouraged.	Project sponsor / contractor(s).	Prior to and during construction activities.	Project sponsor and contractor(s) to prepare and submit a coordinated construction traffic management plan to the City's interdepartmental Transportation Advisory Staff Committee.	Considered complete upon end of construction activities.

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Adopted Mitigation Measures	**Implementation Responsibility**	**Mitigation Schedule**	**Monitoring/ Reporting Responsibility**	**Monitoring Actions/ Schedule and Verification of Compliance**
Coordination of Temporary Sidewalk Closures: The project sponsor should coordinate sidewalk closures with other projects requesting concurrent lane or sidewalk closures through the TASC and interdepartmental meetings to minimize the extent and duration of requested closures. *Maintenance of Transit, Vehicle, Bicycle, and Pedestrian Access:* The project sponsor/construction contractor(s) should meet with Public Works, SFMTA, the Fire Department, Muni Operations, and other City agencies to coordinate feasible measures to include in the Coordinated Construction Management Plan to maintain access for transit, vehicles, bicycles, and pedestrians. This should include an assessment of the need for temporary transit stop relocations or other measures to reduce potential traffic, bicycle, and transit disruption and pedestrian circulation effects during construction of the project. *Proposed Project Construction Updates for Adjacent Businesses and Residents:* Provide regularly updated information regarding project construction, including a construction contact person, construction activities, duration, peak construction activities (e.g., concrete pours), travel lane closures, and lane closures (bicycle and parking) to nearby residences and adjacent businesses through a website, social media, or other effective methods acceptable to the Environmental Review Officer.				

[1] *Definitions of MMRP Column Headings:*
Adopted Mitigation 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. In most cases this is the project sponsor and/or project's sponsor's contractor/consultant and at times under the direction of the planning department.
Mitigation Schedule: Identifies milestones for when the actions in the mitigation measure need to be implemented.
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 who 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, their contractor, or consultant are 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.