File No. 131190 Committee Item No. 1
Board Item No. 6

COMMITTEE/BOARD OF SUPERVISORS

AGENDA PACKET CONTENTS LIST

Committee: Budget & Finance Committee **Date** January 22, 2014

Board of Supervisors Meeting **Date** February 11, 2014

Cmte	Board	
☐	☐	Motion
☐	☐	Resolution
☒	☒	Ordinance
☒	☒	Legislative Digest
☐	☐	Budget and Legislative Analyst Report
☐	☐	Youth Commission Report
☐	☐	Introduction Form
☒	☒	Department/Agency Cover Letter and/or Report
☐	☐	MOU
☐	☐	Grant Information Form
☐	☐	Grant Budget
☐	☐	Subcontract Budget
☐	☐	Contract/Agreement
☐	☐	Form 126 – Ethics Commission
☐	☐	Award Letter
☐	☐	Application
☐	☐	Public Correspondence

OTHER (Use back side if additional space is needed)

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Completed by: Linda Wong **Date** January 17, 2014
Completed by: L.W. **Date** 1/23/14

FILE NO. 131190 ORDINANCE NO.

[General Obligation Bond Election - Earthquake Safety and Emergency Response]

Ordinance calling and providing for a special election to be held in the City and County of San Francisco on Tuesday, June 3, 2014, for the purpose of submitting to San Francisco voters a proposition to incur the following bonded debt of the City and County: $400,000,000 to finance the construction, acquisition, improvement, and

standards; and

- Engines that are retrofitted with a CARB Level 3 Verified Diesel Emissions Control Strategy (VDECS).[128]

c) Exceptions:

- Exceptions to A(1)(a) *may* be granted if the project sponsor has submitted information providing evidence to the satisfaction of the ERO that an alternative source of power is limited or infeasible at the project site and that the requirements of this exception provision apply. Under this circumstance, the sponsor shall submit documentation of compliance with A(1)(b) for onsite power generation.
- Exceptions to A(1)(b)(ii) *may* be granted if the project sponsor has submitted information providing evidence to the satisfaction of the ERO that a particular piece of off-road equipment with a CARB Level 3 VDECS is: (1) technically not feasible; (2) would not produce desired emissions reductions due to expected operating modes; (3) installing the control device would create a safety hazard or impaired visibility for the operator; or (4) there is a compelling emergency need to use off-road equipment that are not retrofitted with a CARB Level 3 VDECS and the sponsor has submitted documentation to the ERO that requirements of this exception provision apply. If granted an exception to A(1)(b)(ii), the project sponsor must comply with the requirements of A(1)(c)(iii).

[128] Equipment with engines meeting Tier 4 Interim or Tier 4 Final emission standards automatically meet this requirement; therefore, a VDECS would not be required

consolidating the special election with the general election; establishing the election precincts, voting places and officers for the election; waiving the word limitation on ballot propositions imposed by Municipal Elections Code, Section 510; complying with the restrictions on the use of bond proceeds specified in Section 53410 of the California Government Code; incorporating the provisions of the Administrative Code, Section 5.30-5.36; and waiving the time requirements specified in Administrative Code, Section 2.34.

Note: Additions are *single-underline italics Times New Roman*; deletions are ~~*strikethrough italics Times New Roman*~~. Board amendment additions are double underlined. Board amendment deletions are ~~strikethrough normal~~.

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

Section 1. Findings.

A. This Board of Supervisors (this "Board") recognizes the need to safeguard and enhance the City's earthquake and emergency response and recovery by rehabilitating critical facilities that support the City's first responders.

B. The Earthquake Safety and Emergency Response Bond (the "Bond") will provide funding to construct, improve and rehabilitate earthquake safety and emergency responsiveness facilities and infrastructure (as described below in Section 3).

C. This Board now wishes to describe the terms of a ballot measure seeking approval for the issuance of general obligation bonds to finance all or a portion of the City's earthquake safety and response needs as described below.

Section 2. A special election is called and ordered to be held in the City on Tuesday

Board (CARB) Level 3 Verified Diesel Emissions Control Strategy (VDECS).

Improvement Measures

Improvement Measure I-TR-1: Transportation Demand Management

As an improvement measure to reduce the parking shortfall and encourage use of alternate modes, the project sponsor should develop and implement a Transportation Demand Management ("TDM") Plan designed to reduce use of single-occupant vehicles and to increase the use of rideshare, transit, bicycle, and walk modes for trips to and from the Proposed Project. The TDM plan should include such measures as the following to reduce single occupancy vehicles and encourage alternate modes of travel:

- Ensure that bicycle safety strategies are developed along the Evans Avenue side of the

"SAN FRANCISCO EARTHQUAKE SAFETY AND EMERGENCY RESPONSE BOND, 2014. $400,000,000 of bonded indebtedness to improve fire, earthquake and emergency response by: improving and/or replacing deteriorating cisterns, pipes, and tunnels, and related facilities to ensure firefighters a reliable water supply for fires and disasters; improving and/or replacing neighborhood fire and police stations; replacing certain seismically-unsafe police and medical examiner facilities with earthquake-safe buildings; and to pay related costs, subject to independent citizen oversight and regular audits; and authorizing landlords to pass-through to residential tenants in units subject to Chapter 37 of the Administrative Code (the "Residential Stabilization and Arbitration Ordinance") 50% of the increase in the real property taxes attributable to the cost of the repayment of the bonds."

The special election called and ordered shall be referred to in this ordinance as the "Bond Special Election."

Section 3. PROPOSED PROGRAM. All contracts that are funded with the proceeds of bonds authorized hereby shall be subject to the provisions of Chapter 83 of the Administrative Code (the "First Source Hiring Program"), which fosters construction and permanent employment opportunities for qualified economically disadvantaged individuals. In addition, all contracts that are funded with the proceeds of bonds authorized hereby also shall be subject to the provisions of Chapter 14B of the Administrative Code (the "Local Business Enterprise and Non-Discrimination in Contracting Ordinance"), which assists small and micro local businesses to increase their ability to compete effectively for the award of City contracts. The proposed program can be summarized as follows:

A. EMERGENCY FIREFIGHTING WATER SYSTEM. A portion of the Bond shall be allocated to the renovation and seismic upgrading of the emergency firefighting water system (the "EFWS") and related facilities, including but not limited to cisterns, pipes and tunnels, and related facilities (collectively, the "EFWS Project").

B. CRITICAL FIREFIGHTING FACILITIES AND INFRASTRUCTURE. A portion of the Bond shall be allocated to the construction, acquisition, improvement, retrofitting and completion of critical firefighting facilities and infrastructure for earthquake safety and emergency response not otherwise specifically enumerated in this ordinance, including without limitation, neighborhood fire stations and related facilities (collectively, the "Critical Firefighting Facilities and Infrastructure").

C. POLICE FACILITIES AND INFRASTRUCTURE. A portion of the Bond shall be allocated to the construction, acquisition, improvement, retrofitting and completion of police facilities and infrastructure for earthquake safety and emergency response not otherwise specifically enumerated in this ordinance, including without limitation, neighborhood police

Information provided should include contact name(s) for the SFMTA project manager, public information officer, and/or the SFMTA General Enforcement Division contact number (311).

3) Construction contractors should encourage construction workers to use carpooling and public transit to the construction site in order to minimize parking demand.

Improvement Measure I-TR-3: Queue Abatement

As an improvement measure to reduce the potential for queuing of vehicles accessing the project site, the SFPD should ensure that recurring vehicle queues do not occur on Evans Avenue or Toland Street adjacent to the site. A vehicle queue is defined as one or more vehicles (destined to the parking facility) blocking any portion of the Evans Avenue or Toland Street sidewalk or travel lanes on Evans Avenue or Toland Street travel lane for a consecutive period of three minutes or longer on a daily and/or weekly basis.

If the Planning Director, or his or her designee, suspects that a recurring queue is present, the Planning Department should notify the SFPD in writing. Upon request, the SFPD should hire a qualified transportation consultant to evaluate the conditions at the site for no less than seven days. The consultant should prepare a monitoring report to be submitted to the Planning Department for review. If the Planning Department determines that a recurring queue does exist, the SFPD should abate the queue within 90 days from the date of the written determination.

by the Mayor and the Board.

Section 4. BOND ACCOUNTABILITY MEASURES

The Bond shall include the following administrative rules and principles:

A. OVERSIGHT. The proposed bond funds shall be subjected to approval processes and rules described in the Charter and Administrative Code. Pursuant to Administrative Code Section 5.31, the Citizen's General Obligation Bond Oversight Committee shall conduct an annual review of bond spending, and shall provide an annual report of the bond program to the Mayor and the Board of Supervisors.

B. TRANSPARENCY. The City shall create and maintain a Web page outlining and describing the bond program, progress, and activity updates. The City shall also hold periodic public hearings and reviews on the bond program and its implementation before the Capital Planning Committee, the Police and Fire Commissions, and the Citizen's General Obligation Bond Oversight Committee.

Section 5. The estimated cost of the bond financed portion of the project described in Section 2 above was fixed by the Board by the following resolution and in the amount specified below:

Resolution No. _____, $400,000,000.

Such resolution was passed by two-thirds or more of the Board and approved by the Mayor of the City (the "Mayor"). In such resolution it was recited and found by the Board that the sum of money specified is too great to be paid out of the ordinary annual income and revenue of the City in addition to the other annual expenses or other funds derived from taxes levied for those purposes and will require expenditures greater than the amount allowed by the annual tax levy.

The method and manner of payment of the estimated costs described in this ordinance are by the issuance of bonds of the City not exceeding the principal amount specified.

1 Such estimate of costs as set forth in such resolution is adopted and determined to be
2 the estimated cost of such bond financed improvements and financing as designed to date

Transportation Planner: Andrea Contreras
Archeologist: Allison Vanderslice
Air Quality Planner: Jessica Range

Environmental Consultants

Weiss Associates
2200 Powell Street, Suite 925
Emeryville, California 94608

Environmental Science Associates
225 Bush Street, Suite 1700
San Francisco, California 94104

Carey & Company
460 Bush Street,
San Francisco, California 94108

LCW Consulting
3990 20th Street
San Francisco, California 94114

Project Sponsor

Department of Public Works
City and County of San Francisco
30 Van Ness, 4th Floor
San Francisco, California 94102
Attention: Magdalena Ryor

Project Architect

Crime Lab Design
2430 5th Street, Studio M
Berkeley, California, 94710

stations; replacing certain seismically-unsafe police and medical examiner facilities with earthquake-safe buildings and to pay related costs, shall the City and County of San Francisco issue $400,000,000 in general obligation bonds, subject to citizen oversight and regular audits?"

Each voter to vote in favor of the issuance of the foregoing bond proposition shall mark the ballot in the location corresponding to a "YES" vote for the proposition, and to vote against the proposition shall mark the ballot in the location corresponding to a "NO" vote for the proposition.

Section 9. If at the Bond Special Election it shall appear that two-thirds of all the voters voting on the proposition voted in favor of and authorized the incurring of bonded indebtedness for the purposes set forth in such proposition, then such proposition shall have been accepted by the electors, and bonds authorized shall be issued upon the order of the Board. Such bonds shall bear interest at a rate not exceeding applicable legal limits.

The votes cast for and against the proposition shall be counted separately and when two-thirds of the qualified electors, voting on the proposition, vote in favor, the proposition shall be deemed adopted.

Section 10. For the purpose of paying the principal and interest on the bonds, the Board shall, at the time of fixing the general tax levy and in the manner for such general tax

Adopted Mitigat

At the completion of the archeological te
consultant shall submit a written report
on the archeological testing program the
significant archeological resources may l
with the archeological consultant shall d
warranted. Additional measures that ma
archeological testing, archeological moni
recovery program. No archeological data
without the prior approval of the ERO o
archeologist. If the ERO determines that
is present and that the resource could be
project, at the discretion of the project sp

a. The proposed project shall be re-des
effect on the significant archeologica

b. A data recovery program shall be in
determines that the archeological re
research significance and that interp

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MITIGATION MONITORING AND

Revised 10/5/12

Section 11. This ordinance shall be published in accordance with any State law requirements, and such publication shall constitute notice of the Bond Special Election and no other notice of the Bond Special Election hereby called need be given.

Section 12. The Board, having reviewed the proposed legislation, makes the following findings in compliance with the California Environmental Quality Act ("CEQA"), California Public Resources Code Sections 21000 et seq., the CEQA Guidelines, 14 California Code of Regulations Sections 15000 et seq., ("CEQA Guidelines"), and Administrative Code Chapter 31 ("Chapter 31"):

(i) Emergency Firefighting Water System (EFWS) Project. For the reasons set forth in the letter from the Environmental Review Officer of the Planning Department, dated November 25, 2013, a copy of which is on file with the Clerk of the Board in File No. 131190 and incorporated by reference, the Board finds that the bond proposal as it relates to funds for

Adopted Mitiga

Archeological Monitoring Program. If t
archeological consultant, determines th
program (AMP) shall be implemented,
the following provisions:

- The archeological consultant, pr
and consult on the scope of the A
project-related soils disturbing a
consultation with the archeologi
project activities shall be archeol
any soils-disturbing activities, su
removal, excavation, grading, ut
driving of piles (foundation, sho
require archeological monitoring
pose to potential archaeological
context;
- The archeological consultant sha
on the alert for evidence of the p
of how to identify the evidence c
the appropriate protocol in the e
archeological resource;
- The archeological monitor(s) sha
according to a schedule agreed u
and the ERO until the ERO has,
archeological consultant, determ
activities could have no effects o
- The archeological monitor shall
soil samples and artifactual/ecof
analysis;
- If an intact archeological deposit
activities in the vicinity of the de
monitor shall be empowered to
excavation/pile driving/construc
the deposit is evaluated. If in the

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Revised 10/5/12

specific projects to be constructed with the funds, it is not a project as defined by CEQA and the CEQA Guidelines. The use of bond proceeds to finance any project or portion of any project with funds for the Critical Firefighting Facilities and Infrastructure portion of the Bond will be subject to approval of the Board upon completion of planning and any further required environmental review under CEQA for the individual Critical Firefighting Facilities and Infrastructure projects.

(iii) Police Facilities and Infrastructure. For the reasons set forth in the letter from the Environmental Review Officer of the Planning Department, dated November 25, 2013, a copy of which is on file with the Clerk of the Board in File No. 131190 and incorporated by reference, the Board finds that the bond proposal as it relates to funds for Police Facilities and Infrastructure is not subject to CEQA because as the establishment of a government financing mechanism that does not involve any commitment to specific projects to be constructed with the funds, it is not a project as defined by CEQA and the CEQA Guidelines. The use of bond proceeds to finance any project or portion of any project with funds for the Police Facilities and Infrastructure portion of the Bond will be subject to approval of the Board upon completion of planning and any further required environmental review under CEQA for the individual Police Facilities and Infrastructure projects.

(iv) Medical Examiner Facility. The Environmental Review Officer in the Planning Department determined that the Medical Examiner Facility project is exempt from environmental review as a Class 32 Categorical Exemption, infill development, in a written determination dated May 30, 2013 and contained in Planning Department File No. 2012.1172E and this Board's File No. 131190.

(v) Traffic Company and Forensic Services Division Facility. On November 18, 2013, the Planning Department issued a Final Mitigated Negative Declaration ("FMND") for the Traffic Company and Forensic Services Division Facility project, San Francisco Planning

(foundation, shoring, etc.), the archeological m
believe that the pile driving activity may affec
resource, the pile driving activity shall be term
appropriate evaluation of the resource has bee
with the ERO. The archeological consultant sh
the ERO of the encountered archeological dep
consultant shall make a reasonable effort to as
integrity, and significance of the encountered
and present the findings of this assessment to

Whether or not significant archeological resources ar
archeological consultant shall submit a written repor
monitoring program to the ERO.

Archeological Data Recovery Program. The archeolog
program shall be conducted in accord with an archeol
plan (ADRP). The archeological consultant, project spo
meet and consult on the scope of the ADRP prior to pr
ADRP. The archeological consultant shall submit a dra
The ADRP shall identify how the proposed data recov
preserve the significant information the archeological
contain. That is, the ADRP will identify what scientific
questions are applicable to the expected resource, wha
resource is expected to possess, and how the expected
address the applicable research questions. Data recove
limited to the portions of the historical property that c
affected by the proposed project. Destructive data reco
be applied to portions of the archeological resources if
methods are practical.

(f) Based upon the whole record for the FMND, including all written materials and any oral testimony received by the Board, the Board hereby finds that the FMND reflects the independent judgment and analysis of the Planning Department and the Board, is adequate and complete and there is no substantial evidence that the proposed Traffic Company and Forensic Services Division Facility project, given the implementation of the mitigation measures as stated in the FMND and the adoption of the MMRP, could have a significant effect on the environment as shown in the analysis of the FMND. The Board hereby adopts the FMND and the MMRP on file with the Clerk of the Board as Exhibit A to this ordinance.

Section 13. The Board finds and declares that the proposed Bond is (i) in conformity with the priority policies of Section 101.1(b) of the Planning Code, (ii) in accordance with Section 4.105 of the Charter and Section 2A.53(f) of the Administrative Code, and (iii) consistent with the City's General Plan, and adopts the findings of the Planning Department, as set forth in the General Plan Referral Report dated November 26, 2013, a copy of which is on file with the Clerk of the Board in File No. 131190 and incorporates such findings by reference.

Section 14. Under Section 53410 of the California Government Code, the bonds shall be for the specific purpose authorized in this ordinance and the proceeds of such bonds will

Adopted Mitigation Measures	Responsibility for Implementation
all take into consideration the appropriate excavation, ion, analysis, custodianship, curation, and final disposition ains and associated or unassociated funerary objects.	
al Resources Report. The archeological consultant shall al Archeological Resources Report (FARR) to the ERO historical significance of any discovered archeological ribes the archeological and historical research methods rcheological testing/monitoring/data recovery program(s) mation that may put at risk any archeological resource in a separate removable insert within the final report.	Project sponsor/ archeological consultant at the direction of the ERO.
the ERO, copies of the FARR shall be distributed as Archaeological Site Survey Northwest Information all receive one (1) copy and the ERO shall receive a copy of the FARR to the NWIC. The Environmental Planning nning Department shall receive one bound, one unbound searchable PDF copy on CD of the FARR along with al site recordation forms (CA DPR 523 series) and/or nomination to the National Register of Historic Places Register of Historical Resources. In instances of high the high interpretive value of the resource, the ERO erent final report content, format, and distribution than ove.	

Exhibit 2-7

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ONITORING AND REPORTING PROGRAM

Oversight Committee, to the extent permitted by law, one-tenth of one percent (0.1%) of the gross proceeds of the Bonds shall be deposited in a fund established by the Controller's Office and appropriated by the Board of Supervisors at the direction of the Citizens' General Obligation Bond Oversight Committee to cover the costs of such committee.

Section 16. The time requirements specified in Section 2.34 of the Administrative Code are waived.

Section 17. The appropriate officers, employees, representatives and agents of the City are hereby authorized and directed to do everything necessary or desirable to accomplish the calling and holding of the Bond Special Election, and to otherwise carry out the provisions of this ordinance.

Section 18. Documents referenced in this ordinance are on file with the Clerk of the Board of Supervisors in File No. 131190, which is hereby declared to be a part of this ordinance as if set forth fully herein.

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

By: Kenneth David Roux
Kenneth David Roux
Deputy City Attorney

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LEGISLATIVE DIGEST

[General Obligation Bond Election - Earthquake Safety and Emergency Response]
Ordinance calling and providing for a special election to be held in the City and County of San Francisco on Tuesday, June 3, 2014, for the purpose of submitting to San Francisco voters a proposition to incur the following bonded debt of the City and County: $400,000,000 to finance the construction, acquisition, improvement, and seismic retrofitting of Neighborhood Fire and Police Stations, the Emergency Firefighting Water System, seismically secure facilities for the Medical Examiner, the Police Department's Traffic Company, and the Police Department's Forensic Services Division, and other critical infrastructure and facilities for earthquake safety and related costs necessary or convenient for the foregoing purposes; authorizing landlords to pass-through 50% of the resulting property tax increase to residential tenants in accordance with Chapter 37 of the Administrative Code; finding that the estimated cost of such proposed project is and will be too great to be paid out of the ordinary annual income and revenue of the City and County and will require expenditures greater than the amount allowed therefor by the annual tax levy; reciting the estimated cost of such proposed project; fixing the date of election and the manner of holding such election and the procedure for voting for or against the proposition; fixing the maximum rate of

Adopted Mitigation Measures	Implu	Resp
AIR QUALITY		
Mitigation Measure M-AQ-2 Construction Emissions Minimization		
Construction Emissions Minimization Plan. Prior to issuance of a construction permit, the project sponsor shall submit a Construction Emissions Minimization Plan (EMP) to the Environmental Review Officer (ERO) for review and approval by an Environmental Planning Air Quality Specialist. The EMP shall detail project compliance with the following requirements:	Project S contract	
1. All off-road equipment greater than 25 horsepower and operating for more than 20 total hours over the entire duration of construction activities shall meet the following requirements:		
a) Where access to alternative sources of power are available, portable diesel engines shall be prohibited;		
b) All off-road equipment shall have:		
• Engines that meet or exceed either United States Environmental Protection Agency (USEPA) or California Air Resources Board (CARB) Tier 2 off-road emissions standards; and		
• Engines that are retrofitted with a CARB Level 3 Verified Diesel Emissions Control Strategy (VDECS).[2]		
c) Exceptions:		
• Exceptions to A(1)(a) *may* be granted if the project sponsor has submitted information providing evidence to the satisfaction of the ERO that an alternative source of power is limited or infeasible at the project site and that the requirements of this exception provision apply. Under this circumstance, the sponsor shall submit documentation of compliance with A(1)(b) for onsite power generation.		
• Exceptions to A(1)(b)(ii) *may* be granted if the project		

[2] Equipment with engines meeting Tier 4 Interim or Tier 4 Final emission standards automaticall

SAN FRANCISCO EARTHQUAKE SAFETY AND EMERGENCY RESPONSE BOND, 2014. To improve fire, earthquake and emergency response by: improving and/or replacing deteriorating cisterns, pipes, and tunnels, and related facilities to ensure firefighters a reliable water supply for fires and disasters; improving and/or replacing neighborhood fire and police stations; replacing certain seismically-unsafe police and medical examiner facilities with earthquake safe [illegible]

Adopted Mitigation Measures

sponsor has submitted information providing
the satisfaction of the ERO that a particular p
equipment with a CARB Level 3 VDECS is: (1
not feasible; (2) would not produce desired er
reductions due to expected operating modes;
the control device would create a safety hazau
visibility for the operator; or (4) there is a con
emergency need to use off-road equipment th
retrofitted with a CARB Level 3 VDECS and t
has submitted documentation to the ERO that
of this exception provision apply. If granted a
A(1)(b)(ii), the project sponsor must comply v
requirements of A(1)(c)(iii).

- If an exception is granted pursuant to A(1)(c)(
sponsor shall provide the next cleanest piece
equipment as provided by the step down sch
in the table below.

OFF-ROAD EQUIPMENT COMPLIANCE STEP-DOWN SCH

Compliance Alternative	Engine Emission Standard	Emissions Control
1	Tier 2	CARB Level 2 VE
2	Tier 2	CARB Level 1 VE
3	Tier 2	Alternative Fuel *

*Alternative fuels are not VDECs

HOW TO USE THIS TABLE:
If the requirements of (A)(1)(b) cannot be met, then the project sponsor
to meet Compliance Alternative 1. Shall the project sponsor not be ab
off-road equipment meeting Compliance Alternative 1, then Compliance
would need to be met. Shall the project sponsor not be able to supply
equipment meeting Compliance Alternative 2, then Compliance Alterr
need to be met.

CITY AND COUNTY OF SAN FRANCISCO

BOARD OF SUPERVISORS

BUDGET AND LEGISLATIVE ANALYST

1390 Market Street, Suite 1150, San Francisco, CA 94102 (415) 552-9292
FAX (415) 252-0461

January 16, 2014

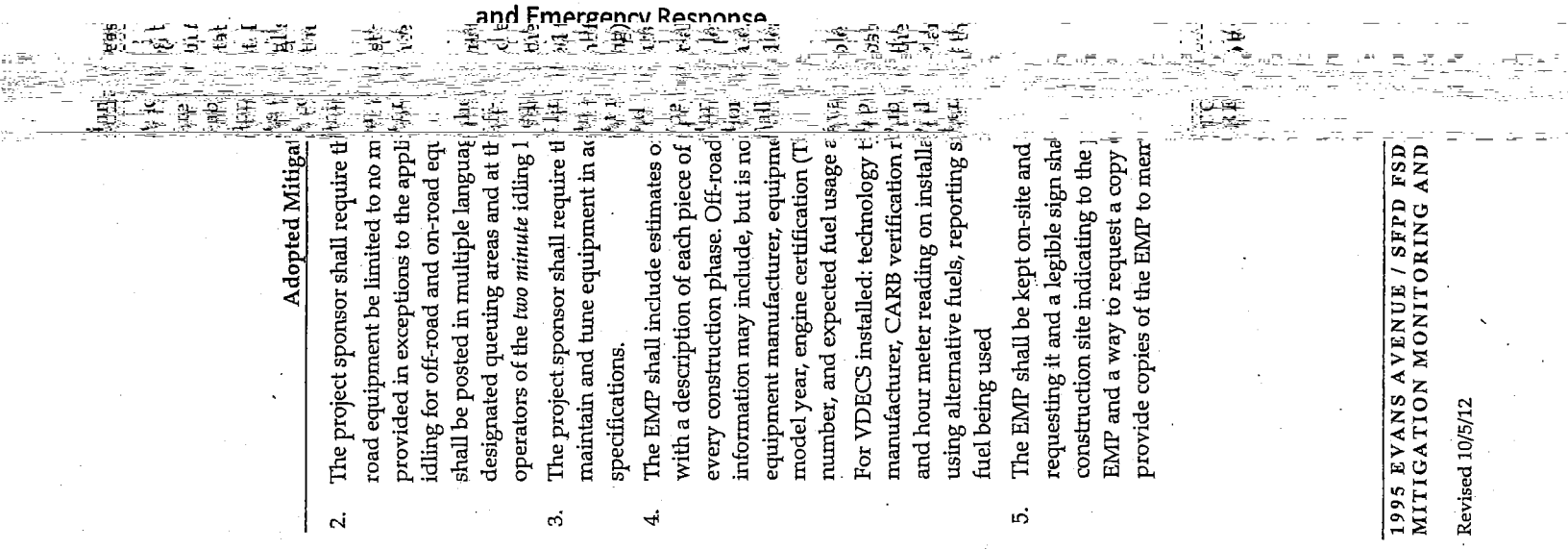
TO: Budget and Finance Committee

FROM: Budget and Legislative Analyst

SUBJECT: January 22, 2014 Budget and Finance Committee Meeting

TABLE OF CONTENTS

Item	File		Page
1 & 2	13-1190	General Obligation Bond Election – Earthquake Safety and Emergency Response	



Adopted Mitigat

2. The project sponsor shall require th road equipment be limited to no m provided in exceptions to the appli idling for off-road and on-road equ shall be posted in multiple languag designated queuing areas and at th operators of the *two minute* idling l
3. The project sponsor shall require th maintain and tune equipment in ac specifications.
4. The EMP shall include estimates o with a description of each piece of every construction phase. Off-road information may include, but is no equipment manufacturer, equipme model year, engine certification (T number, and expected fuel usage a For VDECS installed: technology t manufacturer, CARB verification r and hour meter reading on installe using alternative fuels, reporting s fuel being used
5. The EMP shall be kept on-site and requesting it and a legible sign sha construction site indicating to the] EMP and a way to request a copy provide copies of the EMP to mem

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MITIGATION MONITORING AND

Revised 10/5/12

Items 1 and 2 Files 13-1190 and 13-1189	**Departments:** Department of Public Works (DPW) Public Utilities Commission (PUC) Controller's Office of Public Finance

EXECUTIVE SUMMARY

Legislative Objectives

- File 13-1190: Ordinance calling and providing for a special election to be held on June 3, 2014 for in order to submit to San Francisco voters a proposition to incur $400,000,000 of Earthquake Safety and Emergency Response (ESER) General Obligation bonded debt to finance the construction, acquisition, improvement and seismic retrofitting of Neighborhood Fire and Police Stations, the Auxiliary Water Supply System (AWSS), seismically secure facilities for the Medical Examiner, the Police Department's Traffic Company and the Police Department's Forensic Services Division and other critical infrastructure and facilities.
- File 13-1189: Resolution determining and declaring the public interest and necessity demand the construction, acquisition, improvement and retrofitting of Neighborhood Fire and Police Stations, the AWSS, seismically secure facilities for the Medical Examiner, the Police Department's Traffic Company, the Police Department's Forensic Services Division and other critical infrastructure and facilities for earthquake safety and the payment of costs necessary or convenient for the foregoing purposes.

Key Points

- On June 8, 2010, San Francisco voters approved Proposition B, a $412,300,000 ESER General Obligation Bond to construct and improve Fire Stations, a new Public Safety Building, the AWSS, and other firefighting infrastructure and facilities related to earthquake safety.
- The proposed $400 million GO bond includes (a) $70 million for renovations to Fire Stations, (b) $70 million for additional AWSS improvements, (c) $30 million for renovations to nine of the ten Police Stations, (d) $165 million for a new 110,000 square foot Police Department Forensic Services and

Adopted Mitigation M

Reporting. Monthly reports shall be submitte the construction phase and off-road equipme including information required in A(4). In ad using alternative fuels, reporting shall includ fuel used.

Within six months of the completion of constr sponsor shall submit to the ERO a final report activities. The final report shall indicate the st duration of each construction phase. For each include detailed information required in A(4). T equipment using alternative fuels, reporting s amount of alternative fuel used.

Certification Statement and On-site Requiren commencement of construction activities, the (1) compliance with the Plan, and (2) all appli have been incorporated into contract specifica

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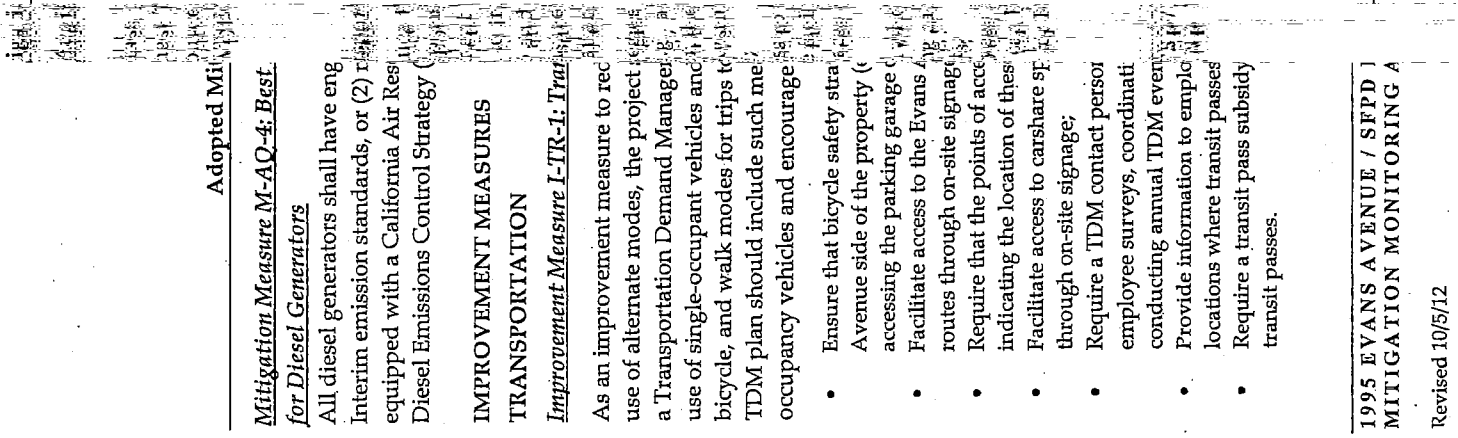
MITIGATION MONITORING AND REPO

Revised 10/5/12

- The proposed $400,000,000 in ESER GO Bonds will have a projected annual interest rate of 6.0 percent over approximately 20 years, with four issuances, resulting in estimated total debt service payments of $688,978,400, including $288,978,400 in interest and $400,000,000 in principal, with estimated average annual debt service payments of $26,499,169. Debt service would be paid from increased Property Taxes, such that an owner of a single family residence with an assessed value of $500,000 would pay average annual additional Property Taxes to the City of $48.06 per year.
- As of December 31, 2013, there was $1,889,683,269 of General Obligation Bonds outstanding, or approximately 1.1% of the total assessed value of property in the City. If the $400,000,000 of ESER General Obligation Bonds are issued, the total outstanding General Obligation Bonds would total $2,289,683,269, or approximately 1.3% of the total assessed value of property.



Adopted Mi

Mitigation Measure M-AQ-4: Best for Diesel Generators

All diesel generators shall have eng
Interim emission standards, or (2) r
equipped with a California Air Res
Diesel Emissions Control Strategy

IMPROVEMENT MEASURES

TRANSPORTATION

Improvement Measure I-TR-1: Tra

As an improvement measure to rec
use of alternate modes, the project
a Transportation Demand Manage
use of single-occupant vehicles an
bicycle, and walk modes for trips t
TDM plan should include such me
occupancy vehicles and encourage

- Ensure that bicycle safety stra
Avenue side of the property (
accessing the parking garage
- Facilitate access to the Evans A
routes through on-site signag
- Require that the points of acc
indicating the location of thes
- Facilitate access to carshare sp
through on-site signage;
- Require a TDM contact perso
employee surveys, coordinati
conducting annual TDM even
- Provide information to emplo
locations where transit passes
- Require a transit pass subsidy
transit passes.

1995 EVANS AVENUE / SFPD
MITIGATION MONITORING A

Revised 10/5/12

MANDATE STATEMENT / BACKGROUND

Mandate Statement

According to Article 16, Section 18(a) of the State of California Constitution, no county, city, town, township, board of education, or school district, shall incur any indebtedness or liability for any purpose exceeding in any year the income and revenue provided for such year, without the approval of two-thirds of the voters of the public entity voting at an election to be held for that purpose.

Section 9.105 of the City's Charter provides that the Board of Supervisors is authorized to approve the issuance and sale of General Obligation bonds in accordance with State law or local procedures adopted by ordinance.

Background

On June 8, 2010, the voters of San Francisco approved Proposition B, which authorized the issuance of $412,300,000 of Earthquake Safety and Emergency Response (ESER) General Obligation Bonds to finance the construction, acquisition, improvement, and retrofitting of 19 Fire Stations, a new Public Safety Building, repair, replacement and expansion of the City's Auxiliary Water Supply System (AWSS) and other firefighting infrastructure and facilities related to earthquake safety, as summarized in Table 1 below.

Table 1: 2010 Earthquake Safety and Emergency Response General Obligation Bond Budget

Description	Total Budget
Adopted Mitig	
These measures would be in addition, benefits provided to all City employe monthly commuting expenses for tra parking.	
Improvement Measure I-TR-2: Constr	
The Department of Public Works (SFI the construction contractor:	
1) Construction contractors shoul truck trips, such as concrete mi and materials delivery, etc., to (7:00 to 9:00 a.m.) and p.m. (4:0	
2) All construction activities shou City's Blue Book, including the closures. To minimize construc residents, the SFMTA should a property owners of upcoming website and other available me emails, and portable message c provided should include conta manager, public information o Enforcement Division contact i	
3) Construction contractors shoul use carpooling and public tran minimize parking demand.	

1995 EVANS AVENUE / SFPD FSI
MITIGATION MONITORING ANI

Revised 10/5/12

firefighting projects, pipes and tunnels totaling $102,400,000 are being managed by the Public Utilities Commission (PUC). In addition, as shown in Table 1 above, an estimated $6,900,000 is budgeted to provide bond oversight, including 0.1% allocation for the Citizens' General Obligation Bond Oversight Committee and 0.2% for the City Services Auditor and to fund the various costs to issue the General Obligation bonds.

As shown in Table 2 below, a total of $332,135,000 ESER Bonds have been sold and appropriated to date, leaving a remaining balance of $80,165,000 to be sold and appropriated of the total $412,300,000 authorized. According to Mr. Charles Higueras, Program Manager for the ESER Bond Program, the remaining ESER Bonds are anticipated to be sold by the summer of 2014.

Table 2: Earthquake Safety and Emergency Response General Obligation Bond Total Budget, and Bond Sales and Appropriations to date

Improvement M
As an improve
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sidewalk or tra
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basis.
If the Planning
queue is preser
writing. Upon
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The consultant
Planning Depa
that a recurring
90 days from t

1995 EVANS
MITIGATION

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The current 2010 ESER bonds are funding $102.4 million of the AWSS project, including construction of 30 new cisterns, specific repairs to Pumping Stations 1 and 2, both AWSS water

Cc: Higueras, Charles; Filice, Frank; Ngan, Sandy
Subject: Mayor - Ordinance - Earthquake Safety and Emergency Response General Obligation Bond Election
Importance: High

Dear All,

On behalf of Charles Higueras and Frank Filice, I am forwarding the following files, that were sent to me by Sandy Ngan, in response to your inquiry to receive documents referenced in the ESER 2014 Ordinance:

- GPR for ESER 2014 Bond Program;
- CEQA Clearance for ESER 2014 Bond Program;
- Class 32 Exemption – Medical Examiner's Office (1 Newhall);
- Final MND - TC&FSD (1995 Evans);
- Final MMRP - TC&FSD (1995 Evans).

Please contact Frank Filice at 415-558-4011 with any questions you might have.

Best regards,

M. Magdalena Ryor, PhD, LEED AP BD+C, PMP, CCM
Project Manager
Department of Public Works
Building Design & Construction (BDC)
City and County of San Francisco
30 Van Ness, 4th Floor
San Francisco, CA 94102
(415) 557-4659
magdalena.ryor@sfdpw.org
http://www.sfdpw.org

Join the Team. Keep SF Clean.
Take the Giant Sweep pledge:
http://www.sfgiantsweep.org/

- authorize landlords to pass-through 50% of the property tax increases to residential tenants in accordance with Chapter 37 of the Administrative Code;
- find that a portion of the proposed bond is not subject to the California Environmental Quality Act (CEQA) and adopt finding under CEQA for the remaining portion of the proposed bond;
- find that the proposed bond is in conformity with the eight priority policies of Planning Code, Section 101.1(b) and consistent with the General Plan;
- fix the date of June 3, 2014 and the manner of the election, procedures for voting on the proposition, notice of such election and consolidate the special election with the general election;
- waive the ballot proposition word limit imposed by Municipal Elections Code Section 510;
- comply with Section 53410 of the California Government Code regarding restrictions on the use of bond proceeds;
- incorporate (a) Administrative Code Chapter 83, authorizing all contracts funded with the proceeds of these bonds be subject to the City's First Source Hiring Program, and (b) Chapter 14B, requiring the Local Business Enterprise and Non-Discrimination in Contracting Ordinance provisions;
- waive Administrative Code Section 2.34 time requirement provisions; and
- incorporate Administrative Code Section 5.30-5.36 provisions regarding the Citizen's General Obligation Bond Oversight Committee annual review and report to the Mayor and the Board of Supervisors.

Regarding CEQA, both the proposed ordinance and resolution include the following findings:

- Planning Department's November 25, 2013 letter determined that funds for the Emergency Firefighting Water System (EFWS) Project and Critical Firefighting Facilities

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 undertaken include additional archeological testing, archeological monitoring, and/or an archeological data recovery program. No archeological data recovery shall be undertaken without the prior approval of the ERO or the Planning 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, at the discretion of the project sponsor either:

A. The proposed project shall be re-designed so as to avoid any adverse effect on the significant archeological resource; or

B. 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.

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

If the proposed $400,000,000 ESER 2014 General Obligation Bond is approved by at least two-thirds of the San Francisco voters, the funds would be used as shown in Table 3 below.

Table 3: Summary of Projects and Costs for the Proposed 2014 ESER Bond

Projects	2014 Bond	Explanation
Fire Stations	$70,000,000	The ESER 2010 Bond Report identifies up to $327 million of various renovations needed to correct all deficiencies and rehabilitate and upgrade all 42 Fire Stations and Bureau of Equipment at 2501 25th Street and Emergency Medical Services at 1415 Evans Avenue[3].
Auxiliary Water Supply System (AWSS)	70,000,000	PUC spent 1.5 years assessing and appraising the AWSS system and identified a $294 million (2013 dollars) need to upgrade, replace, repair and improve the City's cisterns and water system pipe and tunnel network to withstand potential earthquake.
Police Stations and Infrastructure	30,000,000	A March 2013 comprehensive facility report identifies up to $250 million of various mechanical, electrical and other renovation and seismic upgrades needed to correct all deficiencies at 9 of 10 police district stations[4]
Police Department's Traffic Company[5] and Forensic Services Facility[6]	165,000,000	-The Police Department's Traffic and Forensic services would be consolidated in a new 110,000 square foot (90,000 sf for Forensics + 20,000 sf for Traffic) building at 1995 Evans Avenue with separate 42,000 sf parking structure. City currently has lease with purchase option for the site, approved in November 2013.
Medical Examiner Facility[7]	65,000,000	-The Medical Examiner would be relocated from 18,000 square feet in the Hall of Justice at 850 Bryant Street to an existing City-owned 29,000 square foot industrial warehouse at 1 Newhall Street currently used for City and County storage to add a second floor for a total 43,000 square foot Medical Examiner facility, including labs, medical/autopsy and office space.
Total	**$400,000,000**	

[3] Bureau of Equipment is the Department's Corporation Yard which repairs all Fire Department vehicles and equipment. Emergency Medical Services is where the Fire Department locates and manages all City ambulances.
[4] The tenth Police District Station is currently being constructed under the 2010 ESER Bond in the Mission Bay Area, which will include a new Police Headquarters and a new Southern District Police Station.
[5] SFPD's Traffic Company is located in the Hall of Justice at 850 Bryant Street and is primarily Police Officers on motorcycles providing traffic enforcement, accident investigations and traffic and pedestrian safety measures, including for parades and demonstrations.
[6] SFPD's Forensic Services Facilities are also known as the crime labs that examine evidence, including DNA, photo lab and fingerprint records, with staff to provide expert testimony to support criminal cases, including crime scene investigators. Forensic Services are located in (a) the Hall of Justice, (b) vehicle impound lot at 450 7th Street, and (c) Hunters Point Shipyard.
[7] The Medical Examiner is charged with coordinating investigations and certifications of deaths, determining the cause, circumstances and manner of fatalities in San Francisco.

FISCAL IMPACTS

Rationale for Proposed Costs

According to Mr. Brian Strong, Director of the Capital Planning Program, the g[illegible] for 470 remediation, etc., shall require archeological monitoring because of the risk these activities pose to potential archaeological resources and to their depositional context;

- The archeological consultant shall advise all project contractors to be on the alert for evidence of the presence of the expected resource(s), of how to identify the evidence of the expected resource(s), and of 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 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 activity (foundation, shoring, etc.), the archeological monitor has cause to believe that the pile driving activity may affect an archeological resource, the pile driving activity 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.

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, shall be limited to the portions of the historical property that could be adversely affected by the proposed project. Destructive

According to Mr. Brian Strong, Director of the Capital Planning Program, the request for $70 million for Fire Stations, $70 million for AWSS and $30 million for the Police Stations and Infrastructure under the proposed $400 million 2014 ESER Bond, which were included in the 2014-2023 City 10-Year Capital Plan, is based on forecasting models of the amount of funds needed to improve and maintain these critical public safety facilities over the next six years, coupled with the restraint of not wanting to increase property taxes over existing levels, such that additional General Obligation Bonds would only be issued as existing debt is retired.

As noted in Table 3 above:

- the identified total Police Station needs are up to $250 million, with the proposed 2014 Bond to fund $30 million;

As shown in Attachment I, the $165,000,000 estimated cost for the Police Department's Traffic Company and Forensic Services Facility includes $16,200,000 to purchase the site at 1995 Evans Avenue. In November, 2013, the Board of Supervisors approved a lease with an option to purchase this site (File 13-1038). In addition, the proposed size of the Traffic and Forensic Facility includes potential expansion to accommodate growth of the Police Department's staff over the next 15-20 years. For example, the Forensic Services Division currently has approximately 90 FTE staff and the proposed facility would accommodate approximately 130 FTE staff. Mr. Strong advises that the Capital Planning Committee is working with the Mayor and Controller's Office to identify such potential additional operating costs, which would be included in the City's Five Year Financial Plan.

In addition, the $165,000,000 cost for the Police Department's Traffic and Forensics facility and the $65,000,000 cost for the Medical Examiner facility do not include the costs for furniture, fixtures or equipment, which cannot be paid from the proposed GO bond. Such costs are estimated at $11.9 million for the Police's Traffic and Forensics facilities and $10.7 million for the Medical Examiner's facility. Mr. Strong advises that these additional furniture, fixtures and equipment costs are included in the City's 5-Year Financial Plan and would likely need to be funded with General Fund monies, subject to future appropriation approval by the Board of Supervisors.

Proposed Bond Financing Costs

If the proposed $400,000,000 ESER General Obligation Bonds are approved by the San

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:

The City's Charter imposes a three percent limit on the amount of General Obligation Bonds that can be outstanding at any given time, relative to the total assessed value of property in the City. The FY 2013-14 total assessed value of property in the City is $173,136,510,972, such that the three percent limit is currently $5,194,095,329. According to Ms. Sesay, as of December 31, 2013, there was $1,889,683,269 of General Obligation Bonds outstanding, or approximately 1.1% of the total assessed value of property in the City.

If the subject $400,000,000 of ESER General Obligation Bonds are issued as proposed, the outstanding General Obligation Bonds would total $2,289,683,269, or approximately 1.3% of the total assessed value of property. Ms. Sesay notes that the proposed issuances are consistent with the City's approved Ten-Year Capital Plan, which states that General Obligation bonds will be issued such that Property Tax rates will not increase above the FY 2006 Property Tax rates. Therefore, new General Fund bonds would only be issued as outstanding General Fund bonds are retired.

POLICY CONSIDERATIONS

It should be noted that the previously authorized 2010 ESER bond and the proposed 2014 ESER bond address the need to relocate City departments from the Hall of Justice, which has been determined to be seismically unsafe. A new Police Headquarters and a new Southern District Police Station, both currently located in the Hall of Justice, are being funded with the 2010 ESER bond, and will be completed in 2014. If the proposed $400 million ESER bond is approved, the Police Department's Forensics Services and Traffic Company as well as the Medical Examiner would also be relocated into new facilities from the Hall of Justice. However, the District Attorney, Adult Probation, Police Investigations and Jail #3 and 4, as well as the Superior Court would still be located in the Hall of Justice. A proposed subsequent ESER General Obligation Bond would relocate the City's remaining functions. Mr. Higueras notes that the Superior Court are under the jurisdiction and responsibility of the State. Jails #3 and 4 will be a General Fund debt-financed project and is being addressed separately with the Sheriff's Department.

The proposed 2014 ESER General Obligation bond proposal references the previously authorized ESER 2010 General Obligation Bond indicating that the 2010 General Obligation bonds reflected the first phase of funding for improvements to essential public safety facilities. In addition, the City's 2014-2023 Capital Improvement Plan, as recently approved by the Board of Supervisors, addresses the need for multiple ESER General Obligation Bond measures to be approved by San Francisco voters to address the City's additional public safety facility needs. As noted in the City's Ten Year Capital Plan, a third ESER General Obligation Bond is anticipated to be submitted to the San Francisco voters for approximately $290 million in 2021, to address additional Police, Fire, AWSS, Hall of Justice and other City needs.

However, a review of the 2010 ESER bond indicates that the Mayor's

Information that may put at risk any archeological resource shall be provided in a separate removable insert within the final report.

Once approved by the ERO, copies of the FARR shall be distributed as follows: 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, one unbound and one unlocked, searchable PDF copy on CD of the FARR along with 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. In instances of high public

proposed $400 million bond is presented to the voters, the voters should be fully apprised of the previously authorized ESER GO bonds approved in 2010 and the likelihood of additional future subsequent ESER bonds.

RECOMMENDATIONS

1. Approve the proposed ordinance (File 13-1190) and resolution (File 13-1189).
2. Request that the City (Ballot Simplification Committee) include language in the subject bond measure to be placed before the San Francisco voters stating that there was an initial $412,300,00 General Obligation bond authorization approved for public safety facilities in 2010, the subject $400,000,000 General Obligation bond would be the second ESER General Obligation bond measure and that, in accordance with the City's Ten-Year Capital Plan, there is likely to be another ESER General Obligation bond measure submitted to the San Francisco voters.

TC&FSD

Based on the TBD Consultants Estimate dated 7/9/2013 — 100% — 11/2

				GSF	
				Bldgs	Garage
				109,682	42,246
Div. #		%	TOTAL	$/SF	
01	FOUNDATIONS	4.63%	2,873,967	$ 26.20	
02	BASEMENT CONSTRUCTION	0.00%	0	$ -	
03	SUPERSTRUCTURE	12.70%	7,878,336	$ 71.83	
05	EXTERIOR CLOSURE	11.95%	7,417,683	$ 67.63	
06	ROOFING	1.61%	1,001,582	$ 9.13	
07	INTERIOR CONSTRUCTION	7.13%	4,426,425	$ 40.36	
08	STAIRS	0.61%	379,400	$ 3.46	
09	INTERIOR FINISHES	5.07%	3,148,645	$ 28.71	
10	CONVEYING	0.69%	430,000	$ 3.92	
11	PLUMBING	5.02%	3,116,466	$ 28.41	
12	HVAC	15.87%	9,851,555	$ 89.82	
13	FIRE PROTECTION	1.06%	658,410	$ 6.00	
14	ELECTRICAL	11.18%	6,939,812	$ 63.27	
15	EQUIPMENT	2.31%	1,433,650	$ 13.07	
16	FURNISHINGS	3.55%	2,205,632	$ 20.11	
17	SPECIAL CONSTRUCTION	0.64%	400,000	$ 3.65	
18	SELECTIVE BUILDING DEMOLITION	0.90%	560,000	$ 5.11	
19	SITE PREPARATION	0.35%	217,970	$ 1.99	

piece or off-road equipment with a CARB Level 3 VDECS is: (1) technically not feasible; (2) would not produce desired emissions reductions due to expected operating modes; (3) installing the control device would create a safety hazard or impaired visibility for the operator; or (4) there is a compelling emergency need to use off-road equipment that are not retrofitted with a CARB Level 3 VDECS and the sponsor has submitted documentation to the ERO that requirements of this exception provision apply. If granted an exception to A(1)(b)(ii), the project sponsor must comply with the requirements of A(1)(c)(iii).

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[2] Equipment with engines meeting Tier 4 Interim or Tier 4 Final emission standards automatically meet this requirement; therefore, a VDECS would not be required.

OCME @ 1 Nev ill Street

Based on the TBD Consultants Estimate dated 1/30/2013 100%

				GSF 42,575	
Div. #		%	TOTAL	$/SF	
01	GENERAL REQUIREMENTS	2.91%	814,241	$	19.12
02	SITE CONSTRUCTION	1.85%	516,606	$	12.13
03	CONCRETE	3.88%	1,084,059	$	25.46
05	METALS	11.53%	3,224,631	$	75.74
06	WOOD, PLASTIC + COMPOSITE	0.08%	23,416	$	0.55
07	THERMAL + MOISTURE PROTECTION	2.24%	627,419	$	14.74
08	OPENINGS	1.93%	540,116	$	12.69
09	FINISHES	9.38%	2,623,006	$	61.61
10	SPECIALITIES	0.89%	248,411	$	5.83
11	EQUIPMENT	9.76%	2,728,477	$	64.09
12	FURNISHINGS	3.71%	1,036,816	$	24.35
13	SPECIAL CONSTRUCTION	8.11%	2,267,476	$	53.26
14	CONVEYING EQUIPMENT	1.00%	280,000	$	6.58
21	FIRE SUPPRESSION	1.22%	342,307	$	8.04
22	PLUMBING	5.04%	1,409,931	$	33.12
23	HVAC	16.56%	4,629,715	$	108.74
26	ELECTRICAL	11.90%	3,326,031	$	78.12
27	COMMUNICATIONS	1.58%	442,026	$	10.38
28	ELECTRICAL SAFETY + SECURITY	0.08%	21,288	$	0.50
31	EARTHWORK	2.43%	678,739	$	15.94
32	EXTERIOR IMPROVEMENTS	2.85%	796,436	$	18.71
33	UTILITIES	1.05%	294,460	$	6.92
	TOTAL DIRECT CONSTRUCTION COSTS	**100.0%**	**27,955,607**	**$**	**656.62**
	SUB BIDDING CONTINGENCY	3.50%	978,446		
	DESIGN CONTINGENCY	8.50%	2,459,395		
	ESCALATION	12.50%	3,924,181		midpoint - Jan. 16, '15
	Subtotal		**7,362,022**		
	DIRECT COSTS ESCALATED		**35,317,629**		
	JOBSITE MANAGEMENT	5.50%	1,942,470		$123,790/month - 14-month schedule
	INSURANCE + BONDING	1.30%	484,381		
	FEE	3.00%	1,117,803		CM/GC
	CONSTRUCTION CONTINGENCY	12.00%	3,354,673		% of construction direct cost
	CM/GC CONTINGENCY	2.00%	559,112		% of construction direct cost
	ART ENRICHMENT	2.00%	559,112		% of construction direct cost
	Subtotal		**8,017,551**		
	TOTAL CONSTRUCTION COSTS		**43,335,180**		
	PROJECT CONTROL				
	Client Department Services	1.00%	433,352		
	DPW Project Management	6.00%	2,600,111		
	City Administrative Services	1.00%	433,352		
	Regulatory Agency Approvals	2.50%	1,083,379		
	A/E Services	13.00%	5,633,573		
	Environmental Services	1.50%	650,028		
	CM Services	9.00%	3,900,166		
	Geotech, Surveys, & Data Collection	0.50%	216,676		
	Move Management	1.00%	433,352		
	Partnering Allowance	0.50%	216,676		
	Reserve	6.25%	2,708,449		
	Total Project Control	**35.50%**	**18,309,113**		
	Site Control				
	Site Purchase		-		
	Division of Real Estate Services		-		
	Total Site Control		**-**		
	Finance Costs				
	DPW Estimate of Cost of Issuance	1.50%	650,028		
	City Services Audits	0.20%	86,670		
	CGOBOC	0.10%	43,335		
	Total Finance Costs	**1.80%**	**780,033**		
	Other Misc. Costs				
1.	Preliminary Planning - 1600 Owens		1,220,000		
2.	Interior Signage		63,863		
3.	Telecom/Data Wiring & Devices		255,450		allowance
4.	Security/Fire Alarm Wiring & Devices		336,544		
5.	AV Wiring		103,863		
6.	Escalation		507,202		
			2,486,922		
	Total Project Budget		**64,911,248**		

City and County of San Francisco
Earthquake Safety & Emergency Response 2 (ESER 2)
Proposed General Obligation Bonds
Summary of Tax Levy

		Existing & Outstanding GO Bonds + SFGH 2014A**			Earthquake Safety and Emergency Response 2, Election 2014								Existing + ESER 2	
Fiscal Year	Assessed Valuation	Aggregate Debt Service	Levy Rate	Tax Per $500K A.V. Total Levy Amount	2015	2017	2019	2021	Agg D/S	Levy Rate	Tax Per $500K A.V Total Levy Amount	2006 Levy Rate	Levy Rate	Tax Per $500K A.V Total Levy Amount
2015	180,235,107,922	209,416,918	0.1162%	572.82	$ 3,625,000				3,625,000	0.0020%	9.92	0.1201%	0.1182%	582.74
2016	188,706,157,994	165,988,868	0.0880%	433.65	12,995,000				12,995,000	0.0069%	33.95	0.1201%	0.0948%	467.60
2017	197,197,935,104	157,567,352	0.0799%	393.92	12,997,300	5,245,750			18,243,050	0.0093%	45.61	0.1201%	0.0892%	439.53
2018	205,085,852,508	153,728,995	0.0750%	369.54	12,994,000	12,597,400			25,591,400	0.0125%	61.52	0.1201%	0.0874%	431.06
2019	212,263,857,346	147,803,645	0.0696%	343.29	12,994,500	12,597,500	2,948,000		28,540,000	0.0134%	66.29	0.1201%	0.0831%	409.57
2020	219,693,092,353	140,723,495	0.0641%	315.79	12,992,600	12,597,600	7,078,200		32,668,400	0.0149%	73.31	0.1201%	0.0789%	389.10
2021	227,382,350,585	134,843,407	0.0593%	292.36	12,997,400	12,596,800	7,077,800	1,211,250	33,883,250	0.0149%	73.46	0.1201%	0.0742%	365.83
2022	235,340,732,856	132,977,070	0.0565%	278.57	12,997,400	12,594,200	7,079,000	2,907,600	35,578,200	0.0151%	74.53	0.1201%	0.0716%	353.10
2023	243,577,658,506	131,004,908	0.0538%	265.15	12,996,700	12,593,900	7,076,200	2,910,000	35,576,800	0.0146%	72.01	0.1201%	0.0684%	337.16
2024	252,102,876,553	127,627,014	0.0506%	249.58	12,994,100	12,594,700	7,079,100	2,908,800	35,576,700	0.0141%	69.57	0.1201%	0.0647%	319.15
2025	260,926,477,233	122,284,417	0.0469%	231.05	12,993,400	12,595,400	7,076,800	2,909,000	35,574,600	0.0136%	67.22	0.1201%	0.0605%	298.26
2026	270,058,903,936	111,639,737	0.0413%	203.80	12,993,100	12,594,800	7,079,000	2,910,300	35,577,200	0.0132%	64.95	0.1201%	0.0545%	268.75
2027	279,510,965,574	111,468,734	0.0399%	196.61	12,996,700	12,596,700	7,074,800	2,907,400	35,575,600	0.0127%	62.75	0.1201%	0.0526%	259.36
2028	289,293,849,369	110,812,037	0.0383%	188.84	12,992,400	12,594,600	7,078,900	2,910,300	35,576,200	0.0123%	60.63	0.1201%	0.0506%	249.47
2029	299,419,134,097	105,058,902	0.0351%	172.98	12,994,000	12,592,300	7,075,100	2,908,400	35,569,800	0.0119%	58.57	0.1201%	0.0470%	231.55
2030	309,898,803,790	95,309,402	0.0308%	151.62	12,994,400	12,593,300	7,078,100	2,911,700	35,577,500	0.0115%	56.60	0.1201%	0.0422%	208.22
2031	320,745,261,923	70,528,304	0.0220%	108.41	12,996,800	12,595,800	7,076,700	2,909,600	35,578,900	0.0111%	54.69	0.1201%	0.0331%	163.09
2032	331,971,346,090	70,714,275	0.0213%	105.02	12,994,100	12,593,000	7,075,300	2,907,100	35,569,500	0.0107%	52.82	0.1201%	0.0320%	157.84
2033	343,590,343,203	32,475,800	0.0095%	46.60	12,994,500	12,593,400	7,078,000	2,908,900	35,574,800	0.0104%	51.04	0.1201%	0.0198%	97.64
2034	355,616,005,215	5,595,250	0.0016%	7.76	12,995,600	12,594,900	7,078,600	2,909,400	35,578,500	0.0100%	49.32	0.1201%	0.0116%	57.08
2035	368,062,565,398	5,596,500	0.0015%	7.50		12,595,400	7,076,200	2,908,300	22,579,900	0.0061%	30.24	0.1201%	0.0077%	37.74
2036	380,944,755,187	-				12,592,800	7,074,900	2,910,300	22,578,000	0.0059%	29.22	0.1201%	0.0059%	29.22
2037	394,277,821,618	-					7,078,500	2,909,800	9,988,300	0.0025%	12.49	0.1201%	0.0025%	12.49
2038	408,077,545,375	-					7,075,500	2,906,500	9,982,000	0.0024%	12.06	0.1201%	0.0024%	12.06
2039	422,360,259,463	-						2,910,100	2,910,100	0.0007%	3.40	0.1201%	0.0007%	3.40
2040	437,142,868,544	-						2,909,700	2,909,700	0.0007%	3.28	0.1201%	0.0007%	3.28
				Total Debt Service	$250,529,000	$244,550,250	$137,414,700	$56,484,450	$688,978,400					
				Total Principal	145,000,000	142,230,000	79,920,000	32,850,000	400,000,000					

		Annual Levy Per $500K A.V.	
2014 AV	173,136,510,972	Average	$234.99
2014 Debt Capacity	5,194,095,329	Maximum	$572.82
		Minimum	$7.50

	Proposed DS	Annual Levy Per $500K A.V.	
Average Annual DS	$26,499,169	Average	$48.06
Average Annual Levy Rate	0.0097%	Maximum	$74.53
Highest Annual Levy Rate	0.0151%	Minimum	$3.28
Lowest Annual Levy Rate	0.0007%		

Annual Levy Per $500K A.V.	
Average	$237.86
Maximum	$582.74
Minimum	$3.28

** SFGH Series 2014A Expected to be issued January 2014

engine certification (Tier rating), horsepower, engine serial number, and expected fuel usage and hours of operation.

For VDECS installed: technology type, serial number, make, model, manufacturer, CARB verification number level, and installation date and hour meter reading on installation date. For off-road equipment using alternative fuels, reporting shall indicate the type of alternative fuel being used

5. The EMP shall be kept on-site and available for review by any persons requesting it and a legible sign shall be posted at the perimeter of the construction site indicating to the public the basic requirements of the EMP and a way to request a copy of the Plan. The project sponsor shall provide copies of the EMP to members of the public as requested.

What will this voter-backed bond do?

The ESER 2014 bond addresses San Francisco's emergency response capital shortcomings. The proposed projects and programs are the result of a citywide assessment of essential infrastructure improvement needs.

ESER 2014 will:

Seismically upgrade neighborhood fire stations

- rehabilitate and seismically upgrade selected neighborhood fire stations throughout the City

Seismically upgrade the emergency firefighting water system (also referred to at the Auxiliary Water Supply System or AWSS)

- construct additional cisterns that provide

Relocate and seismically upgrade the traffic company and forensic services facilities

- design and construct seismically safe structures, professional work environments, and the facilities necessary for the San Francisco Police Department to function effectively during and after natural disasters and other calamities when emergency response capabilities will be critical

Relocate and seismically upgrade the medical examiner's facility

- provide a seismically safe structure, professional work environments, and morgue necessary for citywide emergency response capabilities by the medical examiner

use of rideshare, transit, bicycle, and walk modes for trips to and from the Proposed Project. The TDM plan should include such measures as the following to reduce single occupancy vehicles and encourage alternate modes of travel:

- Ensure that bicycle safety strategies are developed along the Evans Avenue side of the property (e.g., avoiding conflicts with private cars accessing the parking garage on the east side of the property);
- Facilitate access to the Evans Avenue and Cesar Chavez Street bike routes through on-site signage;
- Require that the points of access to bicycle parking include signage indicating the location of these facilities;
- Facilitate access to carshare spaces (on the first level of the parking deck) through on-site signage;

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PLANNING DEPARTMENT

Certificate of Determination
Exemption from Environmental Review

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Case No.:	**2012.1172E**
Project Title:	**1 Newhall Street**
Zoning:	PDR-2 (Core Production, Distribution, and Repair) Use District 65-J Height and Bulk District
Block/Lot:	4570/030
Lot Size:	46,980 square feet
Project Sponsor:	John Matthies, SFDPW (415) 557-4659
Staff Contact:	Christopher Espiritu – (415) 575-9022 christopher.espiritu@sfgov.org

PROJECT DESCRIPTION:

The proposed project would include the interior expansion and re-use of an existing industrial warehouse building to accommodate the new Office of the Chief Medical Examiner (OCME) facility. The existing building, constructed in 1986, is an approximately 28,875-square-foot (sq ft), two-story structure that has been primarily used for office/warehouse and is currently vacant. The proposed project would include an interior expansion of the second floor from 5,854 sq ft to 21,012 sq ft, seismic upgrades to existing foundations, and a rooftop replacement, resulting in a 5-foot increase in building height from 25 feet to approximately 30 feet (not including an additional 13 feet for a rooftop mechanical screen wall). The first floor would remain at a total of 23,021 square feet. The proposal would expand the total building square footage by 15,158 sq ft to a total of 40,033 sq ft. No expansion of the existing building footprint would occur.

EXEMPT STATUS:

Categorical Exemption, Class 32 (State CEQA Guidelines Section 15332)

REMARKS:

See next page.

DETERMINATION:

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

Victoria Wise for
Sarah B. Jones
Acting Environmental Review Officer

May 30th, 2013
Date

cc: John Matthies, SFDPW, Project Sponsor
Distribution List
Supervisor Malia Cohen, District 10
Virna Byrd, M.D.F

PROJECT DESCRIPTION (continued):

As part of the programmatic changes to the building, the OCME facility would introduce new uses such as a medical complex (autopsy), a forensics laboratory, field investigation facilities, minor administration, and other building support functions. The existing 44-space parking lot would be reconfigured to provide 23 secured parking spaces for staff use and seven (7) public parking spaces located at the western and southern portions of the lot, respectively. The project site is located within the block surrounded by Cargo Way to the north, Newhall Street to the south, Jennings Street to the east, and Mendell Street to the west, in the Bayview neighborhood.

REMARKS:

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

Improvement Measure I-TR-3: Queue Abatement

As an improvement measure to reduce the potential for queuing of vehicles accessing the project site, the SFPD should ensure that recurring vehicle queues do not occur on Evans Avenue or Toland Street adjacent to the site. A vehicle queue is defined as one or more vehicles (destined to the parking facility) blocking any portion of the Evans Avenue or Toland Street sidewalk or travel lanes on Evans Avenue or Toland Street travel lane for a consecutive period of three minutes or longer on a daily and/or weekly basis.

If the Planning Director, or his or her designee, suspects that a recurring queue is present, the Planning Department should notify the SFPD in writing. Upon request, the SFPD should hire a qualified transportation consultant to evaluate the conditions at the site for no less than seven days. The consultant should prepare a monitoring report to be submitted to the Planning Department for review. If the Planning Department determines that a recurring

Traffic. The project site is located within the block surrounded by Cargo Way to the north, Newhall Street to the south, Jennings Street to the east, and Mendell Street to the west, in the Bayview neighborhood.

Based on the trip rate for office use in the Planning Department's Transportation Impact Analysis Guidelines for Environmental Review (Guidelines) (October 2002), the proposed project would generate an estimated 725 average daily person-trips, of which there would be about 62 p.m. peak hour person-trips (generally between 4:00 to 6:00 p.m.). These peak hour person-trips would be distributed among various modes of transportation, including 42 automobile person-trips, 12 transit trips, five (5) walking trips, and two (2) trips by other means, which include bicycles and motorcycles. This would result in about 32 p.m. peak hour vehicle trips. This change in traffic in the project area as a result of the proposed project would be undetectable to most drivers, although it could be noticeable to those immediately adjacent to the project site. The proposed project would add a small increment to the cumulative long-term traffic increase on the local roadway network in the neighborhood and to other land use and development changes in the region. However, the volume of additional trips would not result in considerable contributions to any intersection cumulative impacts.

Vehicular access would be provided through two curb cuts on Newhall Street at the secured parking lot on the northwest side and at the visitor parking lot on the southwest side at Newhall Street. There would be adequate on-site queuing space on the ramp which would prevent queuing of the vehicles accessing the project on Newhall Street. The effect on traffic flow on Newhall Street from project vehicles entering and exiting both secured and visitor parking lots would therefore, not be substantial.

Parking. In addition to the existing parking lots located on the project site, street parking is also available on all adjacent streets with weekly parking restrictions for street cleaning. The proposed project would provide approximately 30 parking spaces on an existing at-grade parking lot. Approximately 23 parking spaces would be provided in a secure lot located at the northwest side of the project site. Seven (7) visitor parking spaces would be provided for visitors and would be located at the south side of the site. Access to the secured parking lot would be provided through a new curb cut on the northwest side of Newhall Street, while access to the visitor parking lot would be provided through an existing curb cut located at the southwest side of the lot at Newhall Street. In addition, eight (8) bicycle parking spaces would be provided at the visitor lot through four (4) secured bicycle lockers and four (4) unsecured bicycle spaces (bike rack).

The parking demand for the new uses associated with the proposed project was determined based on the methodology presented in the Transportation Guidelines. Based on the methodology, on an average weekday, the demand for parking would be about 94 spaces. The proposed project would include 30 off-street parking spaces (23 secured parking and 7 public parking spaces). Thus, the project would have an estimated unmet parking demand of 64 spaces. While the proposed off-street parking spaces would be less than the anticipated parking demand, the resulting parking deficit would not be considered a

San Francisco, CA 94103-2479

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Date:	November 26, 2013
Case	**2013.1597R** **2014 Earthquake Safety and Emergency Response Bond (ESER)**
Block/Lot No.:	Bond would fund improvements to various locations.
Project Sponsor:	Naomi Kelly Office of the City Administrator City Hall, Room 362 1 Dr. Carlton B. Goodlett Place San Francisco, CA 94102
Staff Contact:	Kay Cheng– (415) 575-9094 *kay.cheng @sfgov.org*
Recommendation:	Finding the proposed General Obligation Bond, on balance, is **in conformity** with the General Plan
Recommended By:	John Rahaim, Director of Planning

PROJECT DESCRIPTION

The City Administrator, on behalf of the City and County of San Francisco is proposing a $400 million Earthquake Safety and Emergency Response (ESER) Bond for the June 2014 ballot. The purpose of the ESER 2014 Bond is to fund repairs and improvements that will allow San Francisco to more quickly and effectively respond to a major earthquake or other disaster. The ESER 2014 Bond program builds on the 2010 Earthquake Safety and Emergency Response Bond that funded a wide range of projects.

The ESER 2014 Bond Program is made up of 5 components:

therefore not cause a substantial increase in the amount of pedestrian and vehicle conflicts. Sidewalk widths are sufficient to allow for the free flow of pedestrian traffic. Pedestrian activity may marginally increase as a result of the proposed project, but not to a degree that could not be accommodated on local sidewalks or would result in safety concerns. Although the proposed project would result in an increase in the number of vehicles in the project vicinity, this increase would not substantially affect bicycle travel and safety in the area.

Loading. The existing building provides three (3) loading docks with overhead doors at the north end of the lot. The proposed project would continue to use the approximately 12-foot wide x 32-foot long loading spaces and provide a new canopy above the overhead doors. The loading area would require the installation of a new curb cut located on the northwest side of the parking lot at Newhall Street to access to the secured parking lot and loading bays/docks. The loading dock would accommodate loading demand and would have no significant impacts.

Construction. During the project construction period, construction-related trucks would travel in and out of the site. It is not anticipated that any construction-related lane closure would be required; however, if required, a lane closure permit would be secured to accommodate this work. Lane and sidewalk closures are subject to review and approval by the Department of Public Works (DPW) and the Transportation Advisory Staff Committee (TASC), which consists of representatives from the Fire Department, Police Department, MTA Traffic Engineering Division, and Department of Public Works. TASC provides recommendations to minimize the effects of construction projects on the public right-of-way. TASC

Newhall Street by adding second floor resulting in building total of 42,000 square feet, separate Categorical Exemption has been issued. (Case #2012.1172E)

5. **Traffic Company & Forensic Services Division:** relocate Traffic Company and Forensic Services Division (FSD) to single site at 1995 Evans, involves demolition of existing 4 structures at current 1995 Evans and construction of new 4-story 100,000 square foot building along with separate two-story 47,000 square foot parking structure. Draft mitigated Negative Declaration (Case #2013.0342E) has been prepared.

ENVIRONMENTAL REVIEW

Not a project, per CEQA Guidelines Section 15378 (b)(4) - The creation of government funding mechanisms which do not involve any commitment to any specific project which may result in a potentially significant physical impact on the environment. (2013.1597R *November 25, 2013*)

GENERAL PLAN COMPLIANCE AND BASIS FOR RECOMMENDATION

Based on a review of the application, the Planning Department finds the proposed General Obligation Bond is consistent with the Eight Priority Policies of Planning Code Section 101.1 as described in the body of this Findings Letter and is, on balance, in-conformity with the following Objectives and Policies of the General Plan. *If the General Obligation Bond is approved, individual projects that receive Bond funding may require separate General Plan Referral(s) and other Planning Department authorizations and approvals.*

exceed 80 A-weighted decibels (dBA) at a distance of 100 feet from the source. Impact tools (such as jackhammers and impact wrenches) must have both intake and exhaust muffled to the satisfaction of the Director of Public Works. Section 2908 of the Police Code prohibits construction work between 8:00 p.m. and 7:00 a.m., if noise would exceed the ambient noise level by 5 dBA at the project property line, unless a special permit is authorized by the Director of Public Works. Construction noise impacts would be temporary and intermittent in nature. Considering the above, the proposed project would not result in a significant impact with respect to noise.

Air Quality. In accordance with the state and federal Clean Air Acts, air pollutant standards are identified for the following six criteria air pollutants: ozone, carbon monoxide (CO), particulate matter (PM), nitrogen dioxide (NO2), sulfur dioxide (SO2) and lead. These air pollutants are termed criteria air [illegible] based criteria as

POLICY 1.3

Assure that new construction meets current structural and life safety standards.

The proposed construction of new 4-story 100,000 square foot building along with separate two-story 47,000 square foot parking structure at 1995 Evans and all resulting new buildings should meet current structural and life safety standards.

POLICY 1.5

Support development and amendments to buildings code requirements that meet City seismic performance goals.

The Critical Firefighting Facilities and Infrastructure Component of the 2014 ESER Bond proposes seismic retrofit of 42 facilities throughout the city to be determined through consultation.

POLICY 1.15

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

The proposed bond supports upgrading the City's aging infrastructure and enhance emergency response for the highest level of health, safety and welfare achievable for all San Franciscans

POLICY 1.16

Preserve, consistent with life safety considerations, the architectural character of buildings and structures important to the unique visual image of San Francisco, and increase the likelihood that architecturally and historically valuable structures will survive future earthquakes.

Older buildings are among those most vulnerable to destruction or heavy damage from a large earthquake. A major earthquake could result in an irreplaceable loss of the historic fabric of San Francisco. The City needs to achieve the related goals of increasing life safety and preserving these buildings for future generations by increasing their ability to withstand earthquake forces. When new programs are being considered to abate hazards posed by existing buildings and structures, the likely impacts of those programs on historic buildings must be thoroughly investigated. The resulting programs should encourage the retrofit of historic buildings in ways that preserve their architectural design character while increasing life safety.

opportunity and to carry out retrofit projects. A number of City buildings have already been structurally upgraded utilizing bond financing.

archeological resources. Thus, no environmental concerns involving cultural resources would be associated with the proposed project.

Geologic and Seismic Hazards. Project construction would include excavation and the use of precast concrete piles for the seismic retrofit of the existing building. The proposed project would be required to conform to the San Francisco Building Code, which ensures the safety of all new construction in the City. Geologic and seismic hazards are considered as part of the Department of Building Inspection (DBI) review process. Background information provided to DBI would provide for the security and stability of the subject building and adjoining properties during construction. Potential damage to structures from geologic hazards on the project site would be addressed through the DBI requirement for a geotechnical report and review of the building permit application pursuant to DBI implementation of the Building Code. In light of the above, no environmental concerns involving geologic and seismic hazards would be associated with the proposed project.

Hazardous Materials. The proposed project would involve subsurface soils work for seismic upgrades and the placement of a new elevator. A Phase 1 Environmental Site Assessment[4] was conducted and concluded that there was no evidence found during the site reconnaissance to indicate that current or historical activities conducted on the property have contributed to contamination of subsurface soil or groundwater in the area of the property. In addition, any interior work involving the handling and removal of hazardous building materials, such as asbestos-containing materials and lead-based paint, would comply with federal, state, and local regulations. Therefore, no environmental concerns involving hazardous materials would be associated with the proposed project.

Neighborhood Concerns. A "Notification of Project Receiving Environmental Review" was mailed on March 29, 2013, to community organizations, tenants of the affected property, and properties adjacent to the project site, and those persons who own property within 300 feet of the project site. No members of the public commented on the proposed project.

SUMMARY:

CEQA State Guidelines Section 15300.2 states that a categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the

PROPOSITION M FINDINGS - PLANNING CODE

Planning Code Section 101.1 establishes Eight Priority Policies and requires review of discretionary approvals and permits for consistency with said policies. The Project, $35 million of the $195 million 2012 Neighborhood and Waterfront Park General Obligation Bond, proposed to be placed on the November 2010 ballot, is found to be consistent with the Eight Priority Policies as set forth in Planning Code Section 101.1 for the following reasons:

Eight Priority Policies Findings

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

SAN FRANCISCO
PLANNING DEPARTMENT

Final Mitigated Negative Declaration

PMND Date:	**October 2, 2013;** Amended on November 15, 2013 (amendments to the PMND are shown in deletions as ~~strikethough~~; additions in double underline)
Case No.:	**2013.0342E**
Project Title:	**1995 Evans Avenue / San Francisco Police Department (SFPD) Forensic Service Division (FSD) & Traffic Company (TC)**
Zoning:	Industrial Use District PDR-2: Core Production, Distribution, and Repair – Bayview 80-E Height and Bulk District
Block/Lot:	Block 5231 / Lots 002B, 004, 005 and 006
Lot Size:	96,000 square feet
Project Sponsor:	San Francisco Police Department
Contact:	Magdalena Ryor, San Francisco Department of Public Works
Lead Agency:	San Francisco Planning Department
Staff Contact:	Elizabeth Purl– (415) 575-9028 elizabeth.purl@sfgov.org

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PROJECT DESCRIPTION

The site of the proposed project is 1995 Evans Avenue, at the southeastern corner of the intersection of Evans Avenue and Toland Street in the northern part of the Bayview neighborhood of San Francisco. The site comprises Lots 002B, 004, 005, and 006 of Assessor's Block 5231. Four buildings, totaling approximately 40,500 square feet (sf) in floor area, occupy the site. Between 1954 and 2005 the site was used by the Parisian Baking Company. Recent use includes newspaper printing and warehousing. Currently, the buildings and site parking lot are vacant, with the exception of occasional unauthorized parking. The proposed project entails demolition of the existing buildings and construction of a new 128,000-sf building with a separate 47,000-sf parking garage to house the San Francisco Police Department's (SFPD) Forensic Services Division (FSD) and Traffic Company (TC). The FSD is a division of the SFPD's Investigation Bureau with a forensic testing laboratory that examines evidence and provides expert testimony to support criminal cases. The TC includes a fleet of motorcycle police officers who provide traffic enforcement, accident investigations and education. The project would accommodate approximately 285 full time equivalent employees.

FINDING

This project could not have a significant effect on the environment. This finding is based upon the criteria of the Guidelines of the State Secretary for Resources, Sections 15064 (Determining Significant Effect), 15065 (Mandatory Findings of Significance), and 15070 (Decision to Prepare a Negative Declaration), and the following reasons as documented in the Initial Evaluation (Initial Study) for the project, which is attached. Mitigation Measures are included in this project to avoid potentially significant effects (see page 127).

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

SARAH B. JONES
Environmental Review Officer

November 18, 2013
Date of Issuance of Final Mitigated Negative Declaration

cc: Magdalena Ryor, Project Sponsor
Malia Cohen, Supervisor, District 10
Julian Bañales, Neighborhood Planner
Distribution List, Bulletin Board, Master Decision File

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

The Bond would not adversely affect achieving the greatest possible preparedness against injury

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SAN FRANCISCO
PLANNING DEPARTMENT

Final Mitigated Negative Declaration

PMND Date:	**October 2, 2013**; Amended on November 15, 2013 (amendments to the PMND are shown in deletions as ~~strikethough~~; additions in double underline)
Case No.:	**2013.0342E**
Project Title:	**1995 Evans Avenue / San Francisco Police Department (SFPD) Forensic Service Division (FSD) & Traffic Company (TC)**
Zoning:	Industrial Use District PDR-2: Core Production, Distribution, and Repair – Bayview
	80-E Height and Bulk District
Block/Lot:	Block 5231 / Lots 002B, 004, 005 and 006
Lot Size:	96,000 square feet
Project Sponsor:	San Francisco Police Department
Contact:	Magdalena Ryor, San Francisco Department of Public Works
Lead Agency:	San Francisco Planning Department
Staff Contact:	Elizabeth Purl– (415) 575-9028 elizabeth.purl@sfgov.org

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PROJECT DESCRIPTION

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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 [illegible]

propositions imposed by Municipal Elections Code Section 510; complying with the restrictions on the use of bond proceeds specified in Section 53410 of the California Government Code; incorporating the provisions of the Administrative Code, Sections 5.30 – 5.36; and waiving the time requirements specified in Section 2.34 of the Administrative Code.

Please note this item is cosponsored by Supervisor Chiu.

I request that this item be calendared in Budget and Finance Committee on January 22nd, 2014.

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

SARAH B. JONES
Environmental Review Officer

November 18, 2013
Date of Issuance of Final Mitigated Negative Declaration

cc: Magdalena Ryor, Project Sponsor
Malia Cohen, Supervisor, District 10
Julian Bañales, Neighborhood Planner
Distribution List, Bulletin Board, Master Decision File

INITIAL STUDY
1995 EVANS AVENUE / SAN FRANCISCO POLICE DEPARTMENT FORENSIC SERVICES DIVISION AND TRAFFIC COMPANY
PLANNING DEPARTMENT CASE NUMBER 2013.0342E

Table of Contents

Section		Page
A.	PROJECT DESCRIPTION	1
B.	PROJECT SETTING	20
C.	COMPATIBILITY WITH ZONING, PLANS, AND POLICIES	22
D.	SUMMARY OF ENVIRONMENTAL EFFECTS	26
E.	EVALUATION OF ENVIRONMENTAL EFFECTS	28
E.1	Land Use and Land Use Planning	28
E.2	Aesthetics	30
E.3	Population and Housing	34
E.4	Cultural and Paleontological Resources	36
E.5	Transportation and Circulation	44
E.6	Noise	56
E.7	Air Quality	61
E.8	Greenhouse Gas Emissions	76
E.9	Wind and Shadow	90
E.10	Recreation	92
E.11	Utilities and Public Services	94
E.12	Public Services	99
E.13	Biological Resources	101
E.14	Geology and Soils	104
E.15	Hydrology and Water Quality	109
E.16	Hazards and Hazardous Materials	114
E.17	Mineral and Energy Resources	121
E.18	Agriculture and Forest Resources	123
E.19	Mandatory Findings of Significance	125
F.	MITIGATION MEASURES AND IMPROVEMENT MEASURES	127

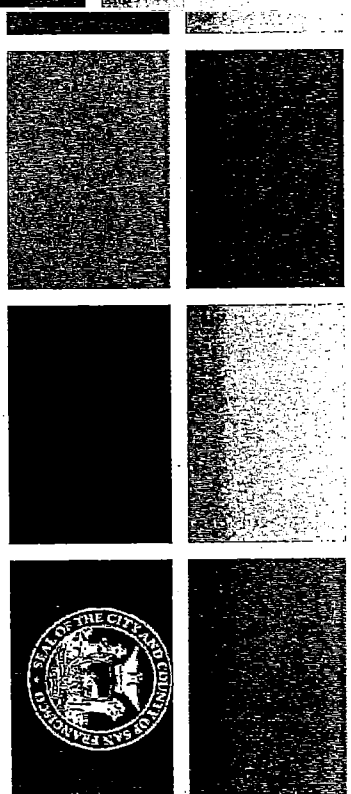

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Figure 11. Proposed FSD/TC Building Fourth-Floor Plan 13
Figure 12. Proposed FSD/TC Building Roof Plan 14
Figure 13. Proposed Parking Garage Floor Plans 15
Figure 14. Proposed Site Plan - Subsurface Structures 19

List of Tables

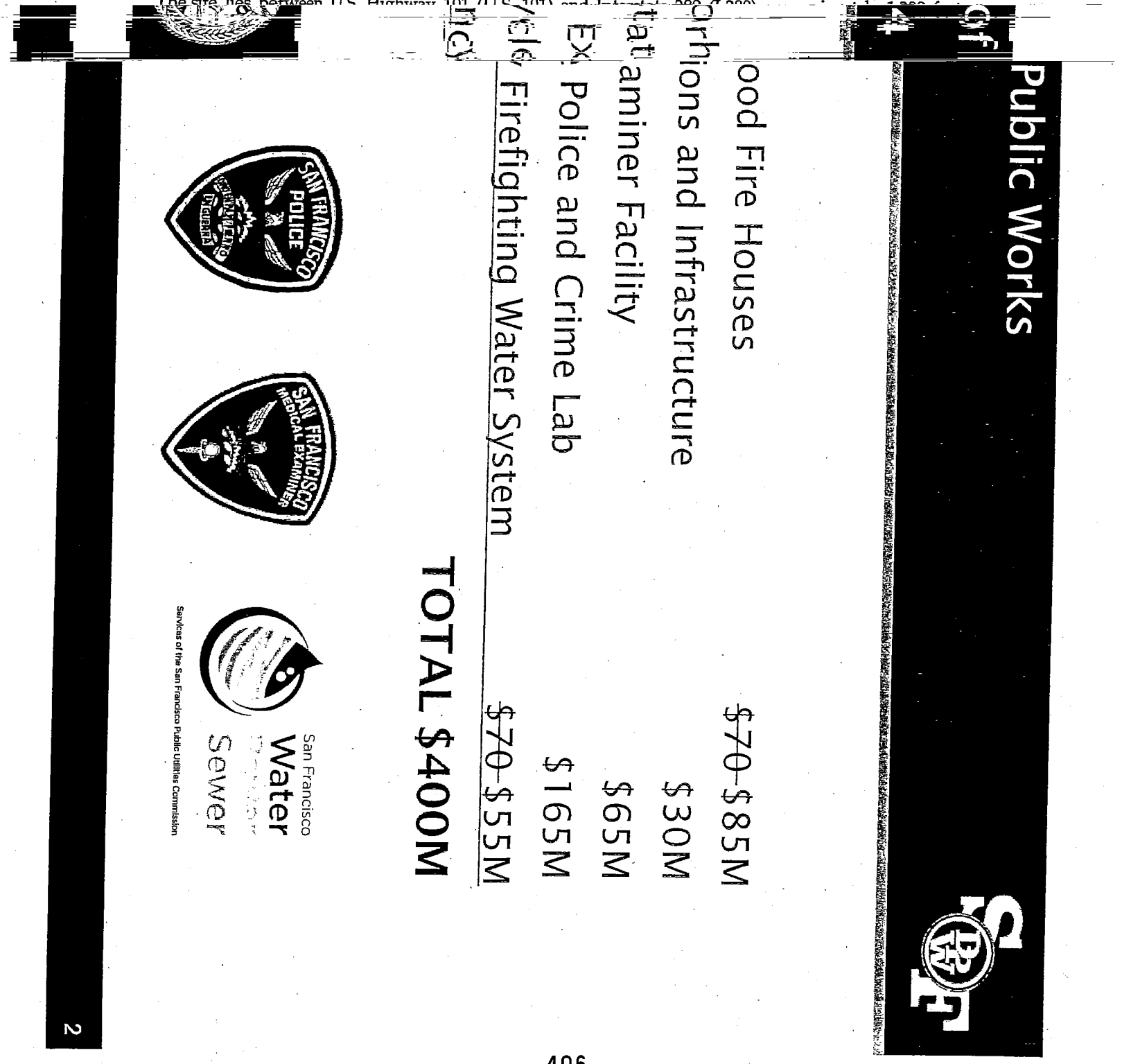
Table Page
Table 1. Project Characteristics for the New Forensic Services Division and Traffic Company Building and Parking Garage 16
Table 2. Proposed Project Employee and Travel Characteristics 46
Table 3. Proposed Project Vehicle Trip Generation - Weekday PM Hour 46
Table 4. PM Peak-Hour Intersection Levels of Service (LOS) and Average Stopped Delay in Seconds per 48
Table 5. Nearby Street Noise 57
Table 6. Criteria Air Pollutant Significance Thresholds 62
Table 7. Off–Road Equipment Compliance Step-Down Schedule 70
Table 8. San Francisco Forensic Services Division Project Estimated Daily Regional Emissions (2016) 72
Table 9. Greenhouse Gas Reductions by Sector from the AB32 Scoping Plan 78
Table 10. Greenhouse Gas Reduction Strategies Applicable to the Proposed Project 83

INITIAL STUDY
1995 EVANS AVENUE / SAN FRANCISCO POLICE DEPARTMENT FORENSIC SERVICES DIVISION AND TRAFFIC COMPANY PLANNING DEPARTMENT CASE NUMBER 2013.0342E

A. PROJECT DESCRIPTION

Project Location

The site of the proposed project is 1995 Evans Avenue, at the southeastern corner of the intersection of Evans Avenue and Toland Street in the northern part of the Bayview neighborhood of San Francisco. The site lies between U.S. Highway 101 (U.S. 101) and Interstate 280 (I-280)



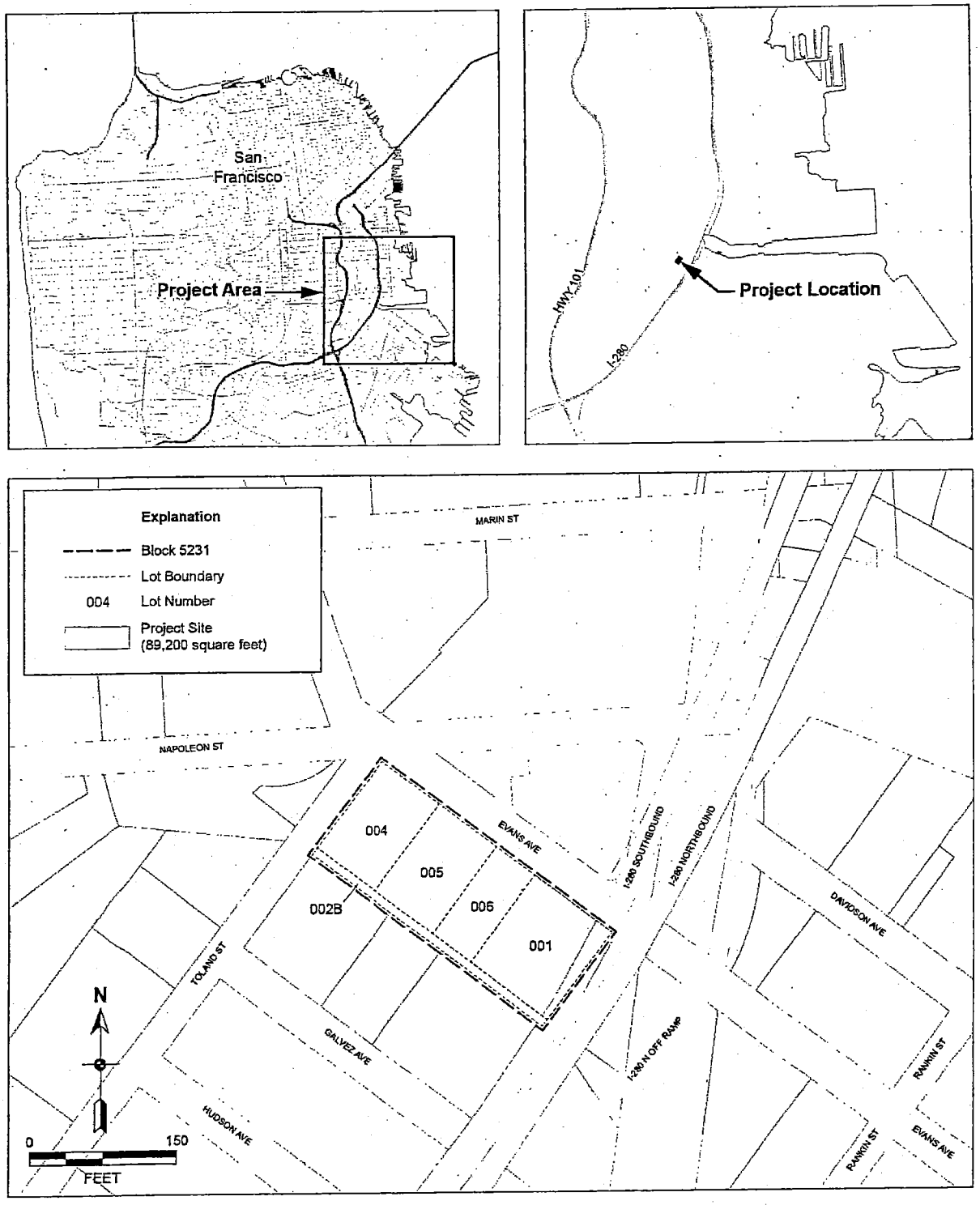


Figure 1. Project Location

Figure 2. Existing Site Plan

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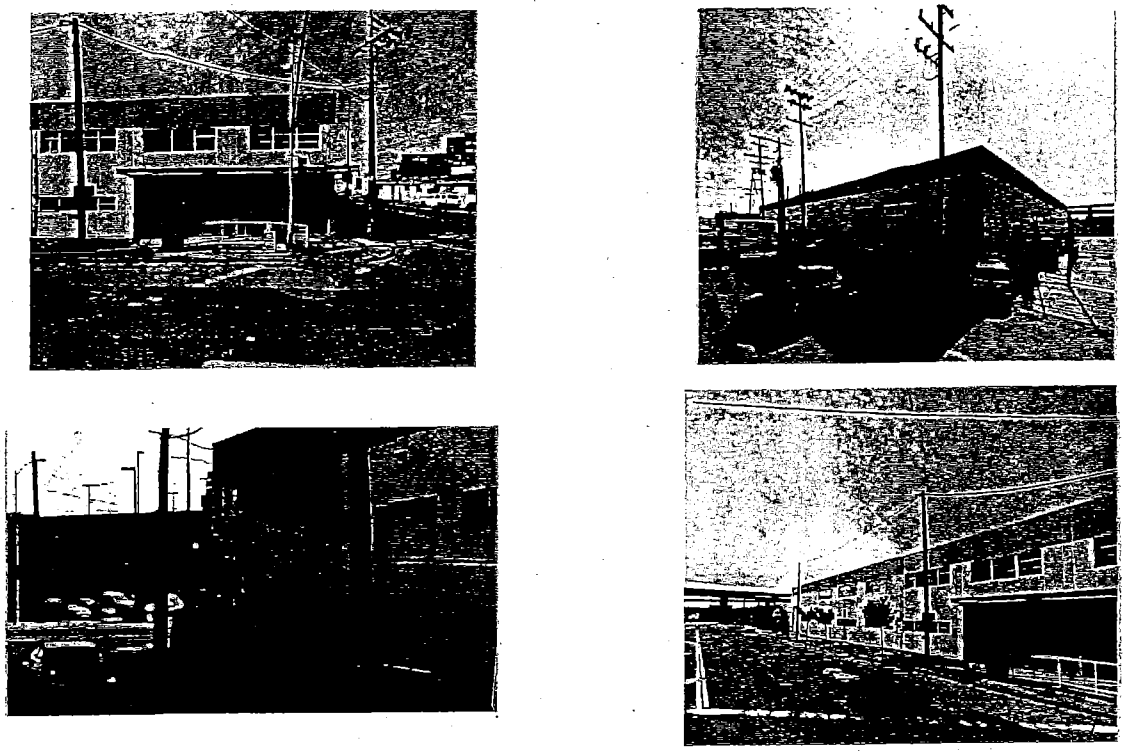


Figure 3. Photographs of Current Uses

Clockwise from top left: Storefront façade of the main building at the corner of Evans Avenue and Toland Street looking southwest. View of main building looking along Toland Street to the east. West corner of the storefront façade of the main building at the corner of Evans Avenue and Toland Street looking east. Eastern side of main building looking southeast along Evans Avenue.

ic Works

ighborhoo

Fire Houses

Fire Station ESER 2010 Projects:

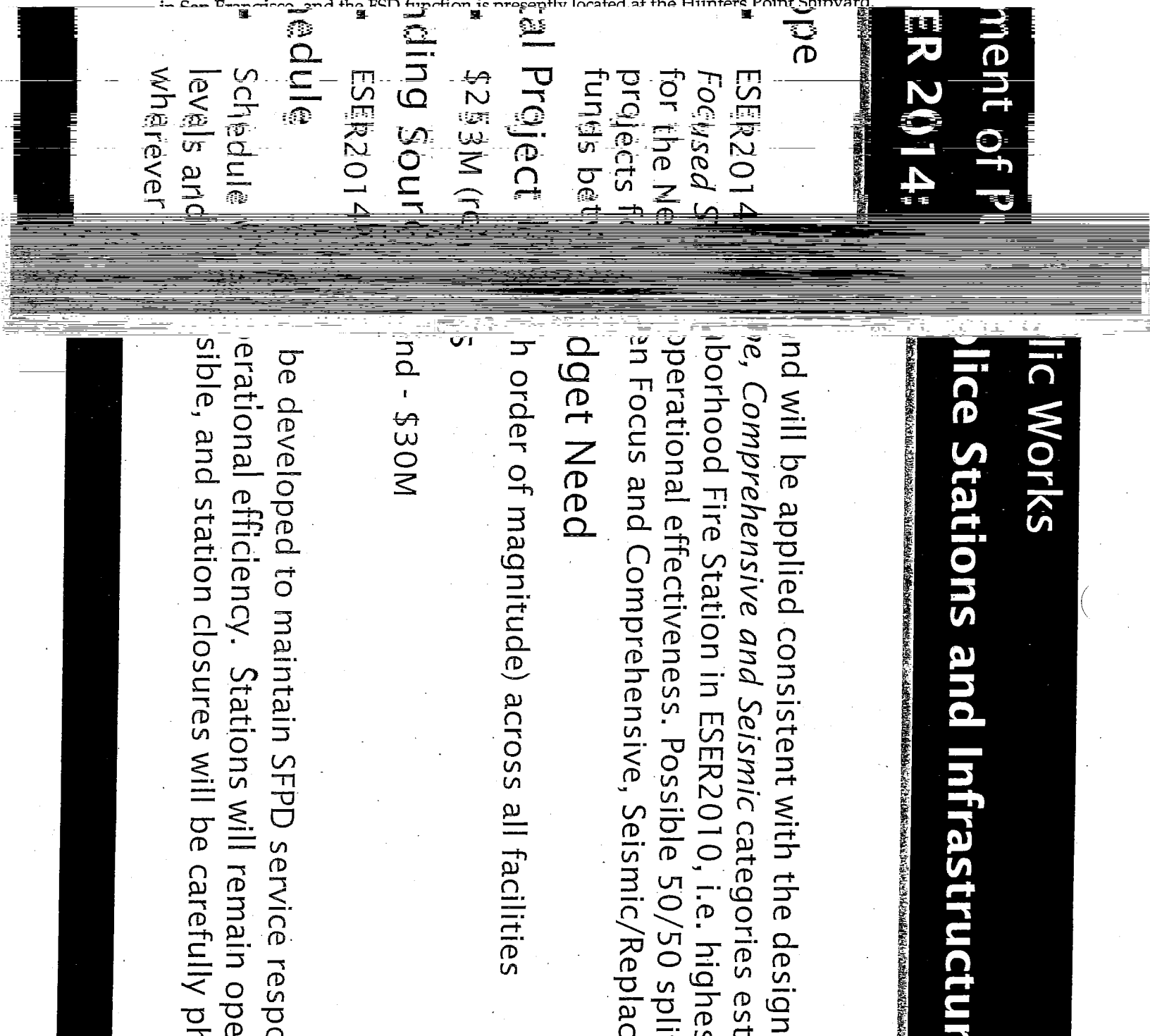
- Station Complete
- Some Work Complete
- No Work To Date

5

The closest San Francisco Municipal Transit Agency (SFMTA) Bus Route is No. 19 from Hunters Point to Fisherman's Wharf, which stops on Evans Street at Napoleon Street to the north of the site. The Evans Street stop for the T-Third Street rail line is approximately one-half mile from the site.

Project Characteristics

The proposed project entails demolition of the existing buildings, removal of pavement, and construction of a new building with a separate parking garage to house the San Francisco Police Department's (SFPD) Forensic Services Division (FSD) and Traffic Company (TC) (**Figure 5**). The FSD, a division of the SFPD's Investigation Bureau, is a forensic testing laboratory that examines evidence and provides expert testimony to support cases involving firearms, forensic biology (DNA), narcotics, arson debris, gunshot residue from the hands of shooters, and forensic documents. The TC, an independent command within the SFPD's Field Operations Bureau, operates a fleet of solo motorcycle officers who provide traffic enforcement, accident investigations, and education. The TC is presently housed at the Hall of Justice building at 850 Bryant Street in San Francisco, and the FSD function is presently located at the Hunters Point Shipyard.



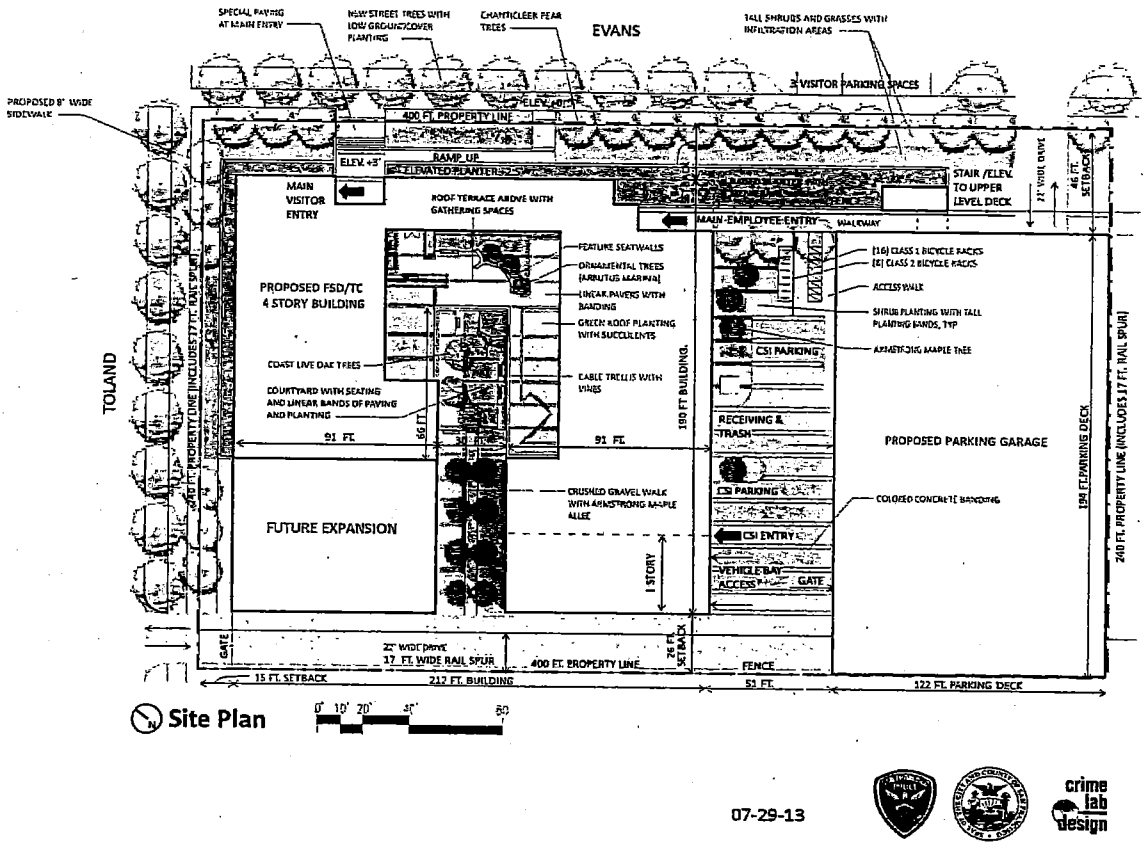
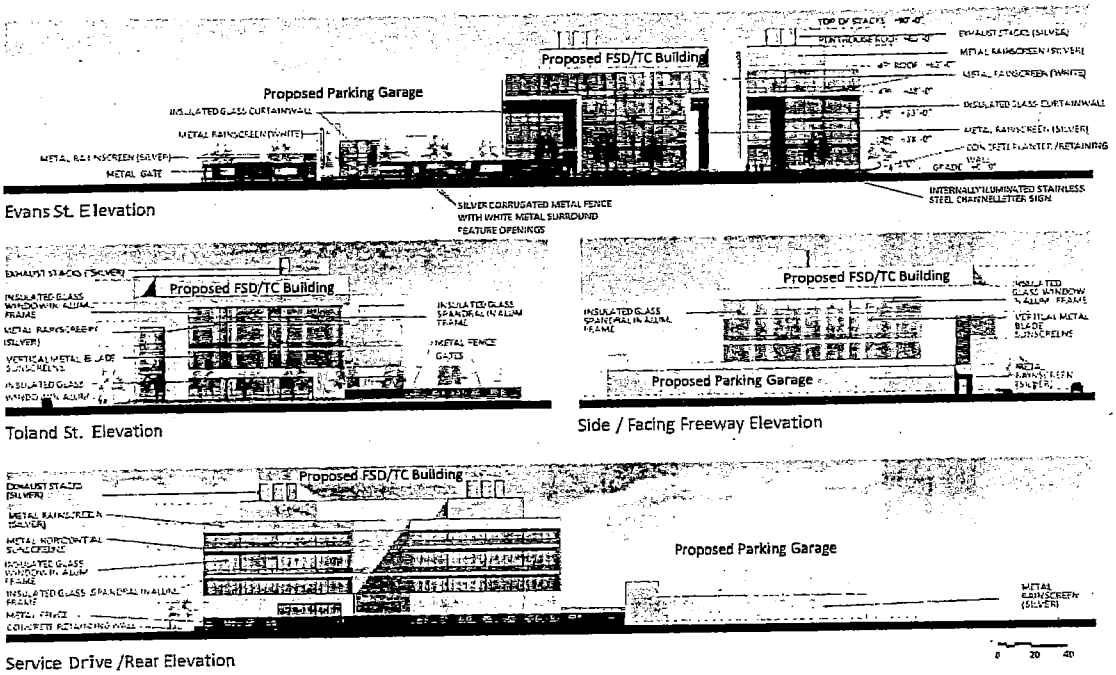


Figure 5. Proposed Site Plan



Note: Elevations are preliminary. Materials, design elements and features shown are to establish quality levels only.

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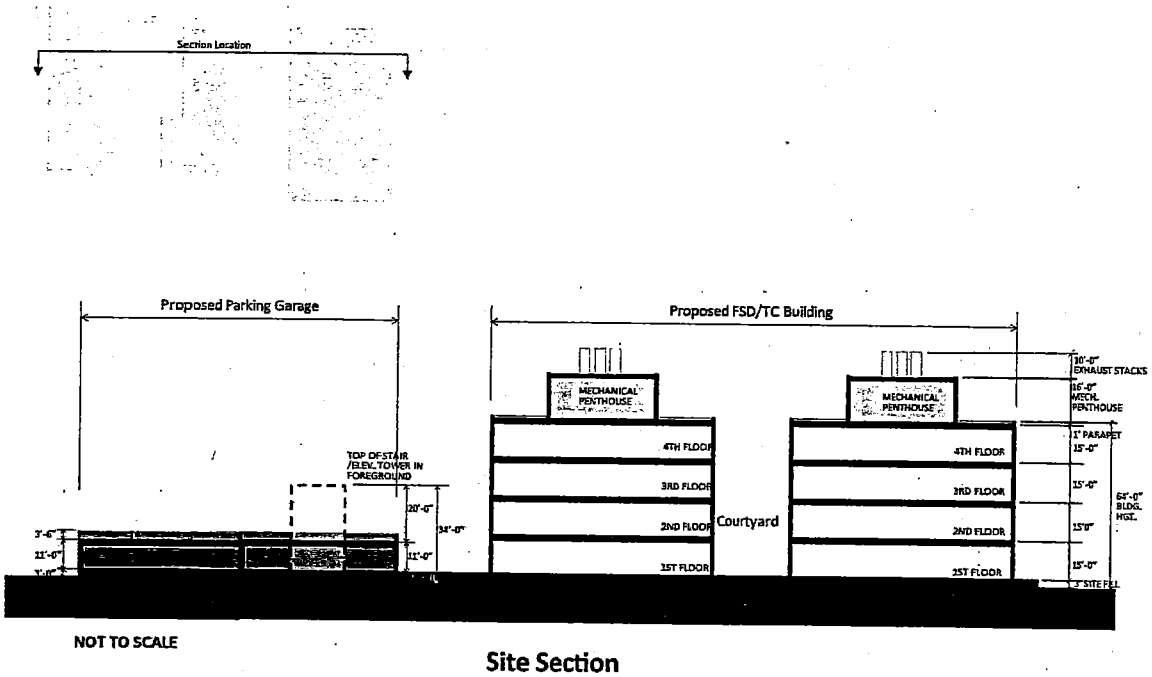
crime lab design

Figure 6. Proposed Building Elevations



Site Section
(Looking Southwest)

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crime lab design

Figure 7. Proposed Building Section

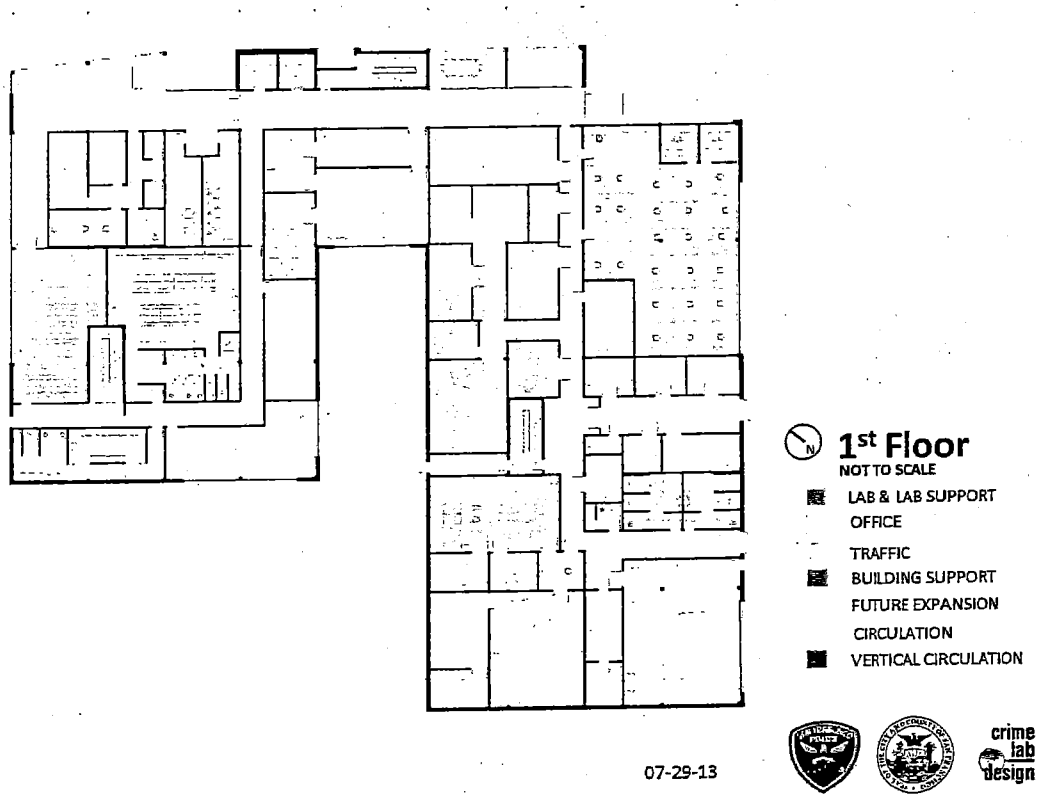


Figure 8. Proposed FSD/TC Building Ground-Floor Plan

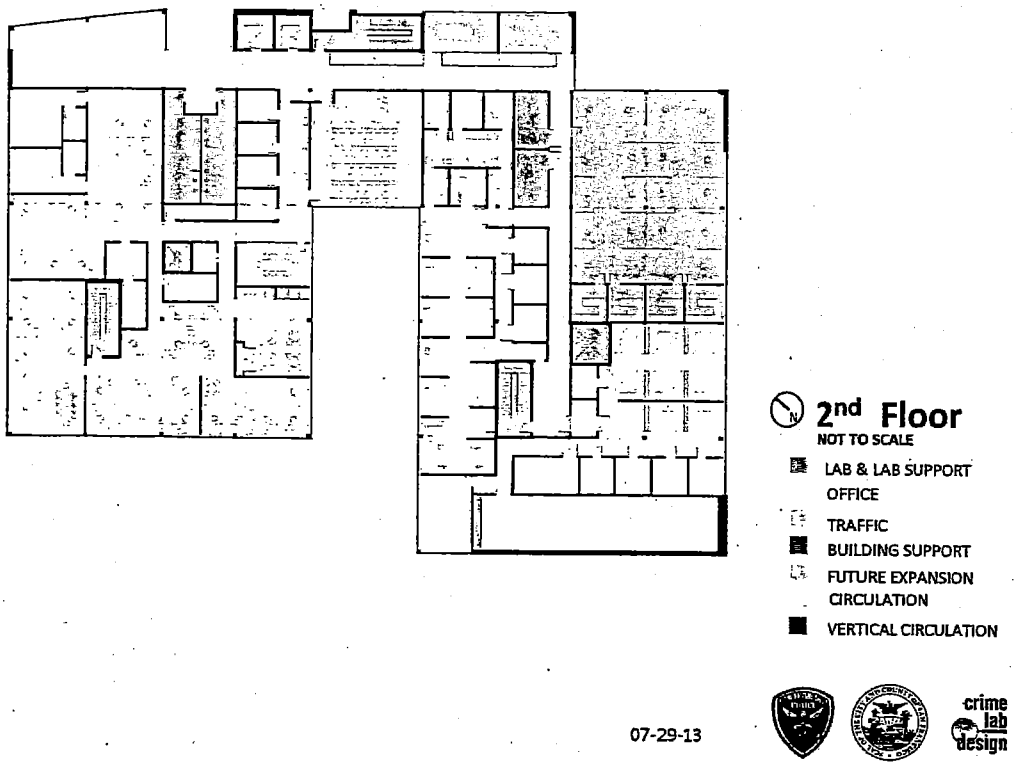


Figure 9. Proposed FSD/TC Building Second-Floor Plan

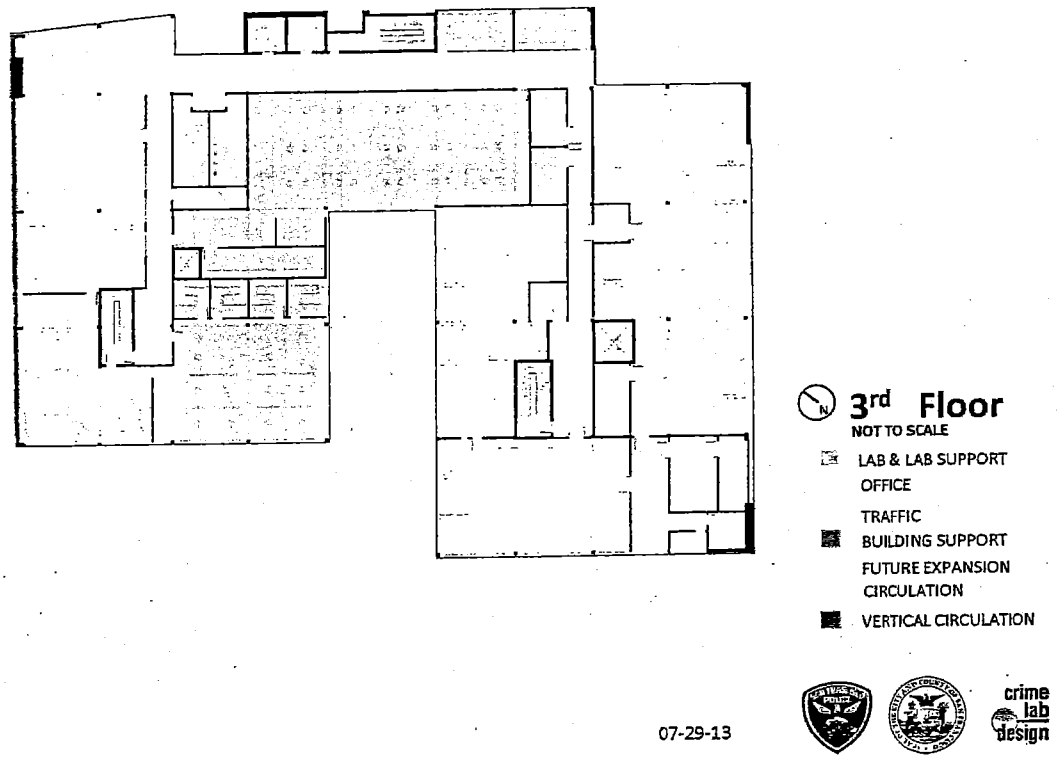


Figure 10. Proposed FSD/TC Building Third-Floor Plan

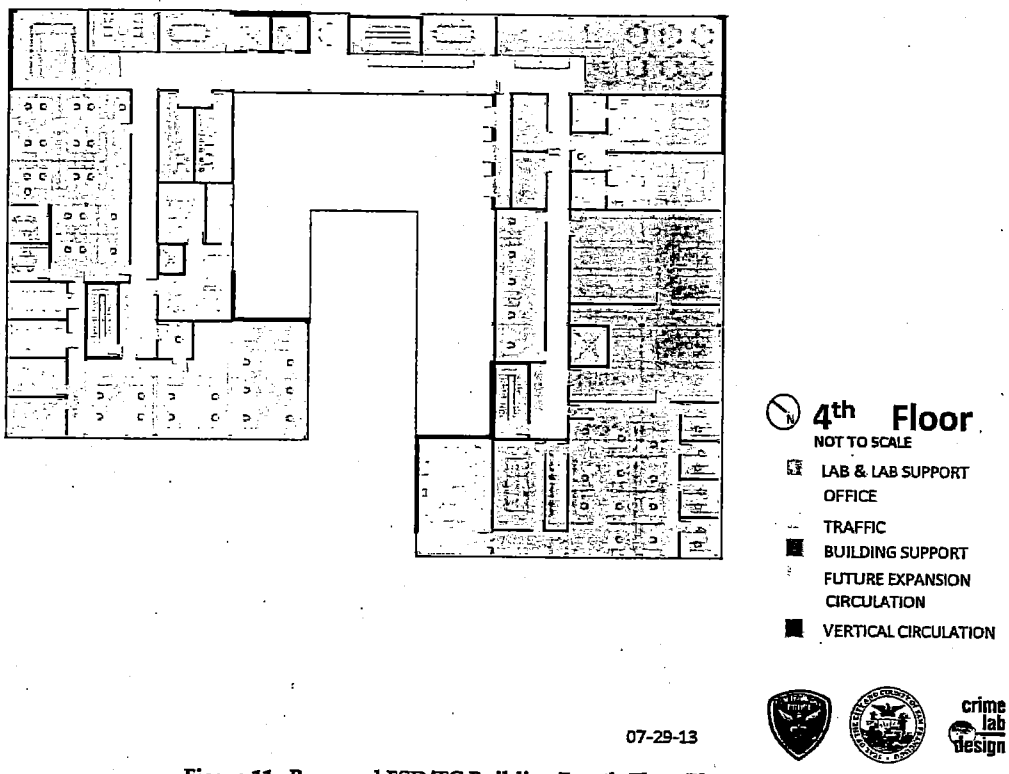
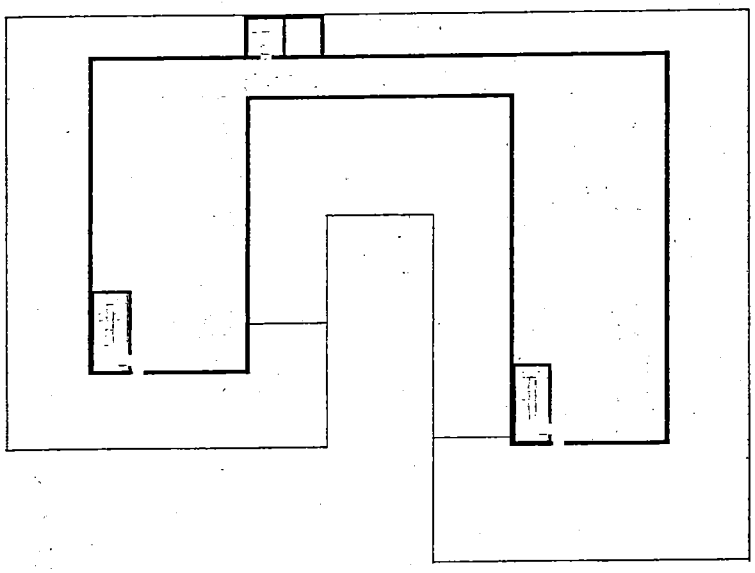


Figure 11. Proposed FSD/TC Building Fourth-Floor Plan



Penthouse
NOT TO SCALE

- LAB & LAB SUPPORT
- OFFICE
- TRAFFIC
- BUILDING SUPPORT
- FUTURE EXPANSION
- CIRCULATION
- VERTICAL CIRCULATION

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crime lab design

Figure 12. Proposed FSD/TC Building Roof Plan

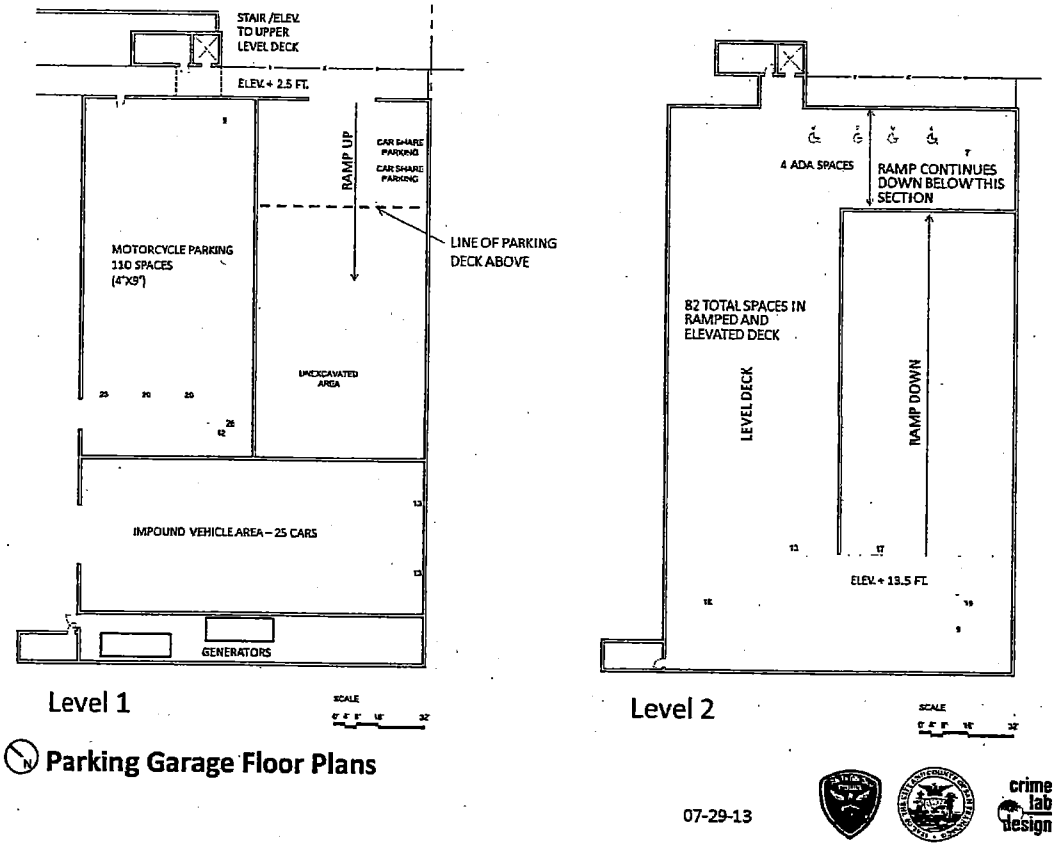


Figure 13. Proposed Parking Garage Floor Plans

TABLE 1. PROJECT CHARACTERISTICS FOR THE NEW FORENSIC SERVICES DIVISION AND TRAFFIC COMPANY BUILDING AND PARKING GARAGE

Uses	FSD/TC Building		Parking Garage
	FSD Operation	TC Operation	
Public Services Uses			
Forensic testing laboratories and laboratory support	63,000 sf	–	–
Forensic Services Division administrative offices and support areas	27,000 sf	–	–
Traffic Company administrative offices and support areas	–	18,000 sf	–
Common areas and building support (stairs, toilets, conference rooms, mechanical and electrical facilities, housekeeping, etc.)	20,000 sf		–
Traffic Company vehicle operations (police motorcycle fleet, sworn office vehicles, and impounded cars)	–	–	47,000 sf
Total	*128,000 sf*		*47,000 sf*
Number of Employees	178	120	–
Building Characteristics			
Height	80 feet		34 feet
Number of stories	4		2
Number of showers	11		
Number of lockers	130		
Number of loading areas	1		
Parking spaces			
Sworn-officer personal vehicles	–	–	82
TC motorcycles	–	–	110
Impound vehicles	–	–	25
Bicycles	16 Class 1 and eight Class 2		
Car share	–	–	2

Source: Information provided by project sponsor.

The new FSD/TC building would be of steel frame construction with a foundation supported by 275 to 400 14-inch-square pre-cast and pre-stressed concrete piles approximately 90 feet deep. The parking garage would be supported by 100 to 200 piles of the same dimensions and depth. The FSD/TC building would be set back from the property line 15 feet along Toland Street, 24 feet along Evans Avenue, and 26 feet along the southern property boundary. The parking garage would be set back 46 feet from the property boundary at Evans Avenue. A low perimeter concrete site wall along the street edges would protect the FSD/TC building from vehicular crashes. The FSD/TC building façade with "street-level" presence would be screened with obscuring and resistive construction. FSD/TC building delivery and secure intake functions would be shielded from public view. Exterior building materials would consist of masonry, glass, and metal panels chosen for durability, long-term performance, and appropriateness for a modern forensic testing laboratory and office structure.

The entire site would be raised approximately three feet in elevation for flood protection and would be paved, with the exception of areas that would be landscaped as shown on Figure 5. Under the proposed project, the sidewalk along Evans Avenue adjacent to the project site would be maintained at 10 feet in width, and a 6-foot planter strip would replace the parking lane in front of the project site (with the exception of the three guest parking spaces). On Toland Street, the project would construct an 8-foot wide sidewalk (with adjacent 8-foot planter strip) where no sidewalk currently exists. Trees would be planted

Construction of the facility is anticipated to take 30 months. Demolition of existing structures would occur during 2016 and is anticipated to require three months to complete. Limited excavation would be required for installation of subsurface structures, such as the elevator shafts, diesel fuel tanks, and a water storage tank. Excavation of 1,100 cubic yards (cy) of soil is anticipated to a depth ranging from approximately 5 to over 24 feet. The site grade would be raised by about three feet with approximately 10,000 cy of fill. Pile driving for support of the FSD/TC building and parking garage foundations would be conducted for a period of four months. The total duration of construction is estimated to be 30 months, beginning in 2016 and ending in 2018. Hours of construction are expected to be from 7:00 a.m. to 5:00 p.m. The estimated cost of the project is $55,500,000.

Required Approvals

William Spencer Company of Brisbane, California, owns the property on which the project would be constructed. The City and County of San Francisco plans to purchase the property from the current owner. Funding for the purchase would be obtained via the Earthquake Safety and Emergency Response Bond Program.

The project would require the following approvals from the City and County of San Francisco:

olic Works
orcycle Police and Crime Lab

Replacement facility with 46,800 ft² Parking
ft² FSD
ft² TC
dget
1995 Evans St. property acquisition and new
Special Equipment (FF&E)
t General Funding
nd (Planning, Test Fit, Preliminary Design): $2.5M
-Construction start Fall 2014
ding start – Spring 2016
on start Summer 2016
on Fall 2018

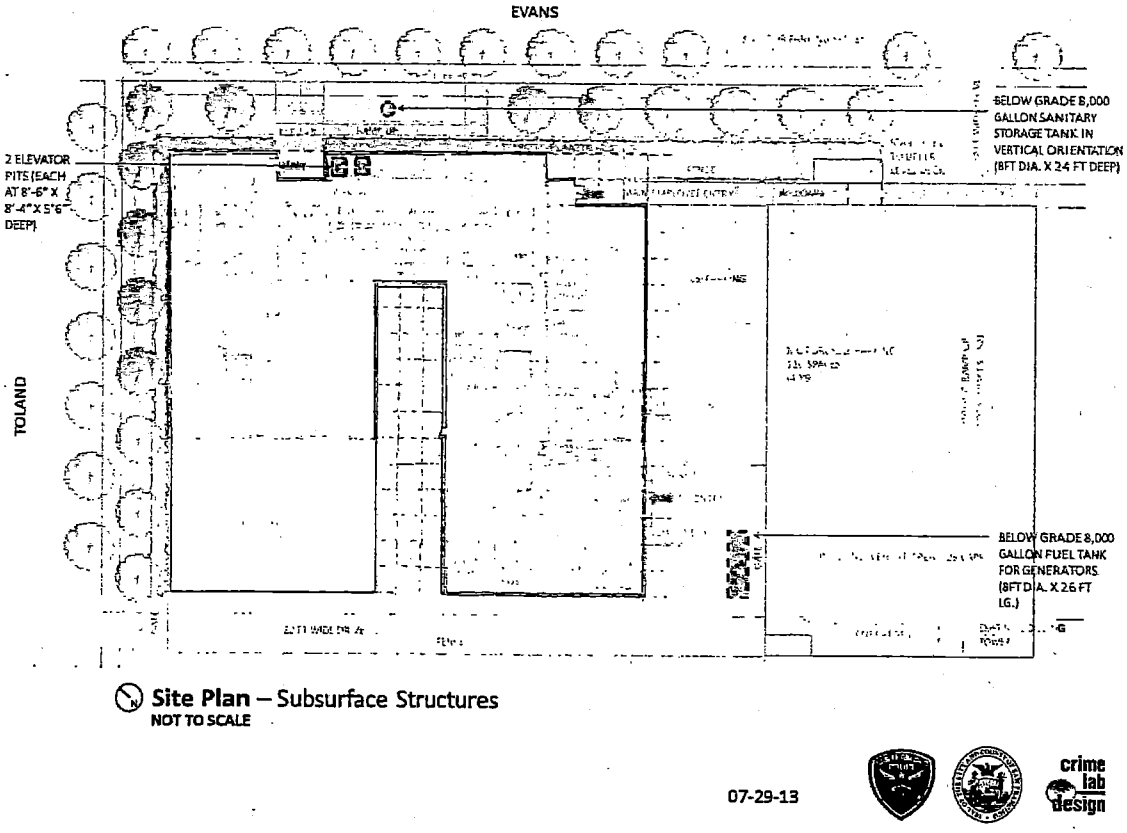


Figure 14. Proposed Site Plan - Subsurface Structures

B. PROJECT SETTING

The site of the proposed project is an approximately 2.2-acre parcel in the northern part of the Bayview neighborhood of San Francisco at 1995 Evans Avenue, on the southern corner of the intersection of Evans Avenue and Toland Street. The property is bordered by public roadways, with Toland Street on the western edge and Evans Avenue on the northern edge. The eastern property edge abuts a parcel owned and used by

The project site lies within an 80-E height and bulk district that comprises several city blocks in the core of the PDR-2 district. This core is surrounded on all sides by a 65-J height and bulk district. Most (90 percent) of the residential areas beyond are in a 40-X height and bulk district, with some in 45-X, 48-X, 55-X, 65-X, 68-X, and OS (open space) height and bulk districts. Notable exceptions to this pattern are San Francisco General Hospital, located three quarters of a mile northwest of the site in a 105-E height and bulk district, and the area north of Islais Creek, about one-half mile northeast of the site, which includes some 68-X, 80-E, and 85-X height and bulk districts centered on the Third Street corridor and its intersections with 25th Street and Cesar Chavez Street.

C. COMPATIBILITY WITH ZONING, PLANS, AND POLICIES

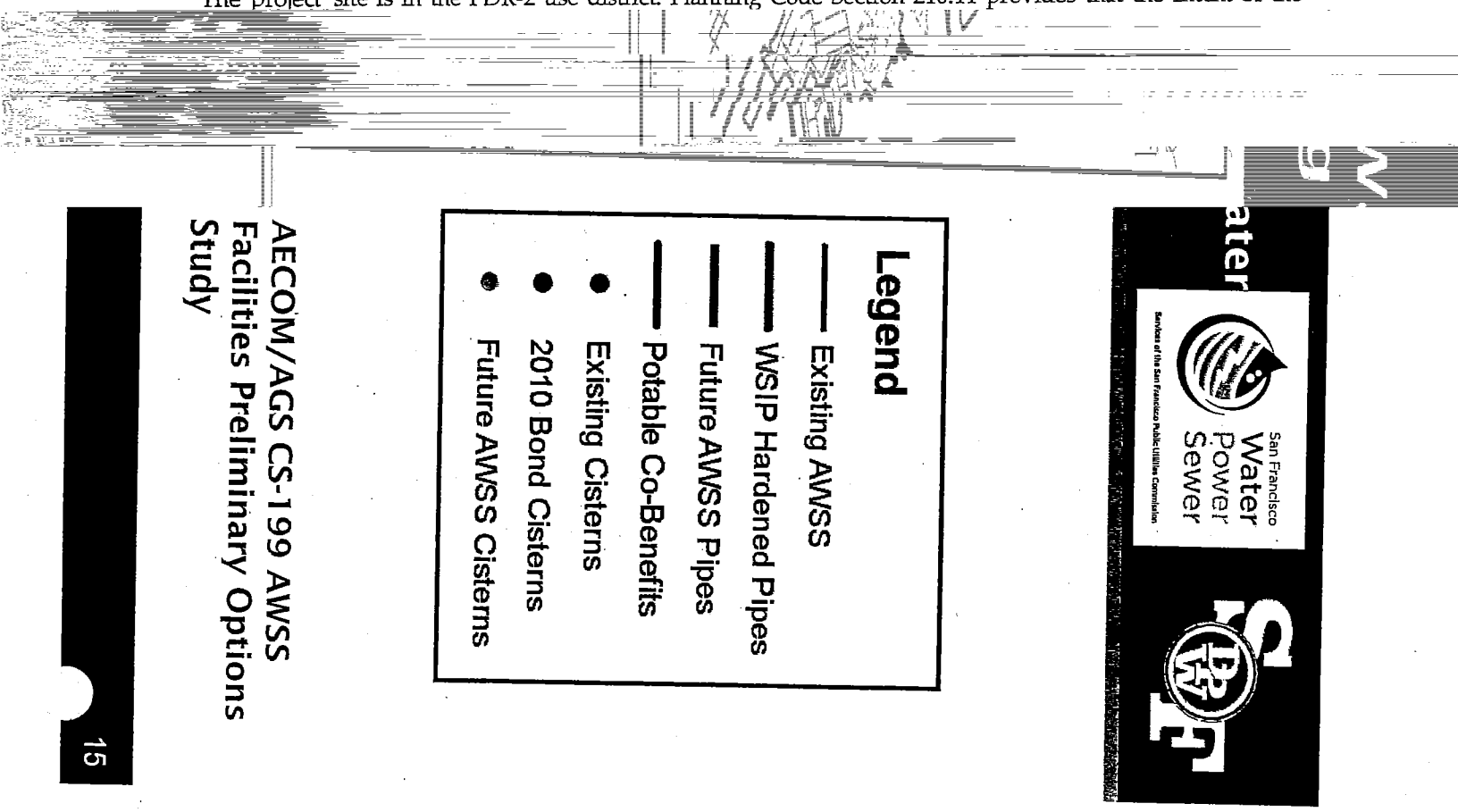
	Applicable	Not Applicable
Discuss any variances, special authorizations, or changes proposed to the Planning Code or Zoning Map, if applicable.	☒	☐
Discuss any conflicts with any adopted plans and goals of the City or Region, if applicable.	☒	☐
Discuss any approvals and/or permits from City departments other than the Planning Department or the Department of Building Inspection, or from Regional, State, or Federal Agencies.	☒	☐

San Francisco Planning Code

The San Francisco Planning Code (Planning Code), which incorporates the San Francisco Zoning Maps, governs permitted uses, densities, and configuration of buildings within San Francisco. Permits to construct new buildings (or to alter or demolish existing ones) may not be issued unless the proposed project either conforms to the Planning Code or is granted an exception pursuant to provisions of the Planning Code. Because the project site is greater than one-half acre in size, a PUD would be required for any exceptions to the Planning Code. The proposed project approvals would include a PUD to address the project's provision of a smaller number of off-street parking spaces than is required by the Planning Code.

Use District

The project site is in the PDR-2 use district. Planning Code Section 210.11 provides that the intent of the



Impact C-AE-1: The proposed project, in combination with past, present, and reasonably foreseeable future development in the site vicinity, would not result in a cumulatively considerable contribution to a significant aesthetics impact. (Less than Significant)

Although the proposed project would change the visual character of the project site, the new buildings would not be of such a height and scale that they would be visible for long distances. Therefore, any cumulative effects would be limited to those that would include other projects relatively close to the project site, such as the recently completed expansion of the Restaurant Depot store and the proposed Home Depot store, both located just north of the project site on Evans Avenue.[9] Although the project, together with these nearby projects, would result in a visual change, the overall character of the project site vicinity would remain primarily that of low-rise industrial and distribution buildings with large floor plates. There would be no substantial change in visual character, or in views or scenic resources, and therefore the proposed project would not contribute considerably to any cumulative adverse impact relative to aesthetics; therefore, cumulative effects would be *less than significant.*

---

[9] SF Planning Department. Environmental Planning Department, Case No. 2009.0651 and Case No. 2009-0362.

E.3 POPULATION AND HOUSING

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

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

In general, a project would be considered growth inducing if its implementation would result in substantial population increases and/or new development through the extension of roads or other infrastructure that might not occur if the project were not implemented. No residential units are present on the project site and none are proposed. The current zoning does not allow residential use of the site. Furthermore, the project site is currently unoccupied, with the last business having relocated in early 2013.

The project sponsor estimates that approximately 298 full-time equivalent staff would be employed at the project site. Since the project site is currently unoccupied, all of these employees would be considered new to the site; however, most of these employees would be relocating from other police department locations in San Francisco, which would result in a reduction of employees at these other police department facilities. It is likely that construction of the project would increase forensic capability of the SFPD and would lead to some increase in employment. Therefore, the proposed project's potential to induce population growth would be *less than significant.*

Impact PH-2: The proposed project would not displace substantial numbers of housing units or create demand for additional housing, necessitating the construction of replacement housing, nor would it displace a substantial number of people necessitating the construction of replacement housing elsewhere. (Less than Significant)

As noted above, most project employees would relocate from elsewhere in San Francisco. Therefore, most of the jobs at the site would be filled by existing residents of San Francisco or the San Francisco Bay Area. Even if some new employees would need to relocate to the City or the Bay Area, the number of new employees would be very small compared to the total regional population and would not necessitate the construction of new housing in San Francisco or the general region. Therefore, the proposed project would not result in a substantial demand for new housing, and the project would have a *less-than-significant impact* with respect to housing demand.

No residential units are present on the site and the site is not zoned for residential use. Consequently, the proposed project would not displace housing units or a substantial number of people and would result in *no impact* related to displacement of housing or people.

Impact C-PH-1: The proposed project, in combination with past, present, and reasonably foreseeable future development in the site vicinity, would not result in a cumulatively considerable contribution to a significant population and housing impact. (Less than Significant)

The project would not result in any significant impact with respect to population and housing since the proposed project does not include any residential uses and would not result in demolition of existing housing or necessitate the construction of relocation housing. Planned and foreseeable future projects are industrial or commercial in nature and are not anticipated to impact population or housing in the area. Therefore these projects would not interact with the proposed project to result in cumulative adverse impacts with respect to population and housing. For these reasons, the proposed project's impacts related to population and housing, both individually and cumulatively, would be *less than significant.*

E.4 CULTURAL AND PALEONTOLOGICAL RESOURCES

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
4. CULTURAL AND PALEONTOLOGICAL RESOURCES—Would the project:					
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5, including those resources listed in Article 10 or Article 11 of the San Francisco Planning Code?	☐	☐	☐	☒	☐
b) Cause a substantial adverse change in the significance of an archeological resource pursuant to §15064.5?	☐	☒	☐	☐	☐
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☒	☐	☐
d) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☒	☐	☐

Impact CP-1: The proposed project would not result in a substantial adverse change in the significance of historic architectural resources. (No Impact)

Historical resources are those that meet the terms of 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 (CRHR) or listed in an adopted local historic register. The term "local historic register" or "local register of historical resources" refers to a list of resources that are officially designated or recognized as historically significant by a local government pursuant to resolution or ordinance. Historical resources also include resources identified as significant in an historical resource survey meeting certain criteria. Additionally, properties not listed but otherwise determined to be historically significant, based on substantial evidence, would also be considered historical resources.

A historic resource evaluation (HRE) was prepared for the proposed project by Carey & Company to evaluate whether the proposed project would have any adverse effect on historic resources at the project site or in the project vicinity.[10] The following discussion summarizes the HRE. The proposed project includes the demolition of four buildings totaling approximately 40,500 sf, including a two-room office building constructed by the West Oregon Lumber Company in 1940; a main building constructed for a commercial bakery in 1954 and attached loading dock added in 1956; a storage building constructed in 1960; and a second storage building with loading dock constructed in 1980.

No listings for 1995 Evans Avenue were identified in the CRHR, the National Register of Historical Places (NRHP), or the San Francisco City Landmark register. The property is not within a designated historic district and was not included in past surveys, such as the 1960s Junior League Survey, SF Planning Department's 1976 Architectural Survey, or San Francisco Architectural Heritage surveys. The Historic Status Code assigned to the property by the SF Planning Department is B-Potential Historic Resource.

[10] Cary & Company, *Historic Resource Evaluation, 1995 Evans Avenue*, August 30, 2013. This document is available for public review as part of Case No. 2013.0342E at 1650 Mission Street, Suite 400, San Francisco, CA 94103.

None of the buildings at 1995 Evans Avenue appears to be eligible for listing in the CRHR, either individually or as a group. The main building, although associated with Parisian Bakeries Inc. (Parisian), one of San Francisco's earliest and most prominent sourdough bakeries, is not associated with the bakery's formative years. Parisian's tenure in the main building at 1995 Evans Avenue occurred late in the bakery's history, when it was owned by a large corporation, rather than by individuals. During the first few years after moving to the subject building, the bakery does not appear to have been operating under its own name. The building also lacks distinguishing architectural character. Of the other buildings on the project site, only one is more than 50 years old. That building, dating to 1940 and constructed as the office of a lumber company, similarly lacks historic and architectural significance. No records were discovered that would indicate that the founder of Parisian had been associated with the buildings or the site, although various bakers have been linked to the bakery's history, including French immigrants Emile Pierron, John Pale, and Leon J. Hillou. These bakers do not appear to have been of renown in the city and they have no association with the buildings at 1995 Evans Avenue, as their involvement in the bakery had ended long before the bakery's move to Evans Avenue. Therefore, the property does not appear to be eligible for listing in the CRHR based on an association with the lives of persons important to local, California, or national history. No buildings on the property appear to meet any of the criteria for listing in the CRHR. As there appear to be no historic resources on the proposed project site, it has been assigned a CRHR Status Code of 6 – not eligible for listing or designation.

The property is not within a designated historic district. The demolition and construction activities would be contained to the project site and adjacent sidewalks and would not disturb any buildings or structures adjacent to or in the vicinity of the project site; consequently, no direct impact to any potentially historic resources in the vicinity would occur. Similarly, the proposed project would not alter any historic character of the immediate vicinity after project completion since this area does not include any designated historic resources. The proposed project would therefore not cause a substantial adverse change in the significance of a historical resource as defined by CEQA Guidelines Section 15064.5, and would have ***no impact*** to on-site historic architectural resources or any potentially historic resources in the vicinity.

Impact CP-2: The proposed project would result in damage to, or destruction of, as-yet-unknown archeological remains, should such remains exist beneath the project site. (Less than Significant with Mitigation)

When determining the potential for encountering archeological resources, relevant factors include the location, depth, and areal extent of excavation proposed, as well as any recorded information on known resources in the area. A Preliminary Archeological Review (PAR) has been prepared by the SF Planning Department's archeologist for the project and is summarized below.[11] The project sponsor supplied boring logs from a geotechnical investigation conducted around the project site.[12]

Excavation for the following structures to be installed beneath the site would be required: two elevator pits, each approximately 6 feet deep and 9 by 9 feet wide; a single 8,000-gallon sanitary storage tank, 24 feet deep and 8 feet in diameter; and one belowground fuel tank, 8 feet in diameter and 26 feet long.

[11] Allison Vanderslice, SF Planning Department, Environmental Planning Division, Preliminary Archeological Review: Checklist, dated June 7, 2013. This document is available for public review as part of Case No. 2013.0342E at 1650 Mission Street, Suite 400, San Francisco, CA 94103.

[12] Geotechnical Investigation for the City & County of San Francisco Clean Water Program, Islais Creek Transport/Storage Project, San Francisco, California. October 1990. This document is available for public review as part of Case No. 2013.0342E at 1650 Mission Street, Suite 400, San Francisco, CA 94103.

The FSD/TC building foundation would include between 275 and 400 14-inch, pre-cast and pre-stressed concrete piles to a depth of 90 feet below ground surface (bgs). The parking garage would include between 100 and 200 14-inch, pre-cast and pre-stressed concrete piles, also to a depth of 90 feet. With the exception of the concrete piles and the sanitary storage tank, no proposed subsurface structures would extend more than 10 feet below final grade. This final grade would be approximately three feet higher than the existing grade.

Prior to the mid-1920s, historical maps (1859, 1869, and 1905 U.S. Coast Surveys) show the project site as undeveloped marshland along the southern shoreline of the main Islais Creek channel and the northern edge of the Islais Creek Marsh. The project site was filled during the first half of the 20th century, likely between the mid-1920s to mid-1930s in association with the Islais Creek Reclamation District Project.[13] The 2006 U.S. Geologic Survey (USGS) Geologic Map of the San Francisco Bay Area shows the project site less than 500 feet from the southern edge of a serpentine outcrop.

Based on a review of boring logs outside the project site, primarily to the north, artificial fill beneath the site reaches a depth of around 17 feet bgs. Below the fill, recent bay mud extends to approximately 35 to 50 feet bgs, and in some locations to 90 feet bgs. Sandstone is located beneath the bay mud in most of the nearby borings. The bay mud identified at the nearby project sites was characterized as Late Holocene marsh deposits in which prehistoric deposits, if present, would be located. Anthropogenic midden deposits have been found along the Islais Creek estuary. Prehistoric deposits are thought to have greater probability of occurrence along shorelines (or paleo-shorelines). The site is historically mapped near the shoreline of the former estuary; however, it is located in a marshland and at the mouth of the Islais Creek. There is low to moderate potential that prehistoric archeological deposits are present in the bay mud deposits beneath the site.

There are several prehistoric sites documented/recorded along the former Islais Creek estuary. All of these sites were shell middens or shellmounds. One of two locations where CA-SFR-15 has been identified is less than a quarter-mile to the southeast of the project site. More distant to the southwest of the project site along the southern edge of the former extent of the Islais Creek marsh is CA-SFR-17 (formerly, also recorded as CA-SFR-3, -SFR-16, -SFR-18), which is a large, only partially excavated, prehistoric midden village site in which numerous human remains have been found over the years. CA-SFR-17 is located on an upstream terrace overlooking Islais Creek and CA-SFR-15 is located along the historical southern shoreline of the marshland.

Installation of piles and excavation for installation of the sanitary storage tank would reach the area above the late bay mud deposits that may contain prehistoric deposits, and could potentially disturb cultural resources if such resources were present. Implementation of Mitigation Measure M-CP-2 below would reduce the magnitude of this impact to a *less-than-significant* level.

Mitigation Measure M-CP-2: Archeology Resources (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. The project sponsor shall retain the services of an archaeological consultant from the rotational Department Qualified Archaeological Consultants List (QACL) maintained by the Planning Department archaeologist.

[13] Gerald Robert Dow, Bay Fill in San Francisco: A History of Change. Unpublished Master's Thesis, California State University, San Francisco, 1973: 162-168.

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

Consultation with Descendant Communities: On discovery of an archeological site[14] associated with descendant Native Americans, the Overseas Chinese, or other descendant group an appropriate representative[15] 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 consult with 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.

Archeological Testing Program. 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 undertaken include additional archeological testing, archeological monitoring, and/or an archeological data recovery program. No archeological data recovery shall be undertaken without the prior approval of the ERO or the Planning Department archeologist.

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

[15] 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.

If the ERO determines that a significant archeological resource is present and that the resource could be adversely affected by the proposed project, at the discretion of the project sponsor either:

A) The proposed project shall be re-designed so as to avoid any adverse effect on the significant archeological resource; or

B) 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.

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

- The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the AMP reasonably prior to any project-related soils disturbing activities commencing. 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 archaeological resources and to their depositional context;
- The archeological consultant shall advise all project contractors to be on the alert for evidence of the presence of the expected resource(s), of how to identify the evidence of the expected resource(s), and of 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 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 activity (foundation, shoring, etc.), the archeological monitor has cause to believe that the pile driving activity may affect an archeological resource, the pile driving activity 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.

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

Human Remains and 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 applicable State and Federal laws. This shall include immediate notification of the Coroner of the City and County of San Francisco and in the event of the Coroner's determination that the human remains are Native American remains, notification of the California State Native American Heritage Commission (NAHC) who shall appoint a Most Likely Descendant (MLD) (Pub. Res. Code Sec. 5097.98). The archeological consultant, project sponsor, and MLD shall make all reasonable efforts to develop an agreement for the treatment of, with appropriate dignity, human remains and associated or unassociated funerary objects (CEQA Guidelines. Sec. 15064.5(d)). The agreement shall take into consideration the appropriate excavation, removal, recordation, analysis, custodianship, curation, and final disposition of the human remains and associated or unassociated funerary objects.

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. Information that may put at risk any archeological resource shall be provided in a separate removable insert within the final report.

Once approved by the ERO, copies of the FARR shall be distributed as follows: 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, one unbound and one unlocked, searchable PDF copy on CD of the FARR along with 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. In instances of high public interest in or the high interpretive value of the resource, the ERO may require a different final report content, format, and distribution than that presented above.

Impact CP-3: The proposed project would not indirectly destroy a unique paleontological resource or site or unique geologic feature. (Less than Significant)

Paleontological resources include fossilized remains or traces of animals, plants, and invertebrates, including their imprints, from a previous geological period. Collecting localities and the geologic formations containing those localities are also considered paleontological resources as they represent a limited, non-renewable resource and once destroyed, cannot be replaced.

Paleontological resources are lithologically dependent; that is, deposition and preservation of paleontological resources are related to the lithologic unit in which they occur. If the rock types representing a deposition environment conducive to deposition and preservation of fossils are not favorable, fossils will not be present. Lithological units that may be fossiliferous include sedimentary formations.

The Late Bay Mud deposits beneath the proposed site could support paleontological resources; however, it is unlikely for clayey sand and sandy clay fill materials due to their age. No unique geologic features are present on the project site.

Bay Mud deposits would be reached only during pile driving to a depth of up to 90 feet and during excavation to install the 8,000-gallon sanitary storage tank at a depth of 24 feet below final grade (21 feet below existing grade). Due to the small footprint of these features, minimal excavation would occur to a depth at which fossil-containing beds may be encountered. Therefore, any impacts on paleontological resources would be *less than significant.*

Impact CP-4: The proposed project would not disturb human remains. (Less than Significant with Mitigation)

Impacts on Native American burials are considered under Northwest Information Center (PRC) Section 15064.5(d)(1).When an Initial Study identifies the existence of, or the probable likelihood of the existence of, Native American human remains at a project site, the lead agency is required to work with the appropriate tribal entity identified by the NAHC. The CEQA lead agency may develop an agreement with the appropriate tribal entity for testing or disposing of, with appropriate dignity, the human remains and any items associated with Native American burials.

By implementing such an agreement, the project becomes exempt from the general prohibition on disinterring, disturbing, or removing human remains from any location other than a dedicated cemetery (HSC Section 7050.5) and the requirements of CEQA pertaining to Native American human remains.

The treatment of human remains and associated or unassociated funerary objects discovered during any soils-disturbing activity would comply with applicable state laws, including immediate notification of the coroner for the City and County of San Francisco upon discovery of human remains. If the coroner determines that the remains are Native American, the NAHC would be notified and would appoint a most likely descendant (PRC Section 5097.98).

To the southwest of the project site is a partially excavated prehistoric midden village (CA-SFR-17) in which numerous human remains have been found over the years. No such remains have been found in prehistoric sites closer to the site of the proposed project and there is no indication that human remains are present beneath the site; however, without additional evidence indicating the absence of remains, implementation of the proposed project would result in a significant impact related to the disturbance of human remains. The SF Planning Department Environmental Planning Division's archeologist determined that implementation of M-CP-2: Archeology Resources (Accidental Discovery), discussed above, would reduce the proposed project's impact on archeological resources, including buried human remains, to a ***less-than-significant*** level.[16]

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

No historic resources would be affected by the proposed project, nor would the project be constructed within a historic district. Cumulative impacts occur when impacts that are significant or less than significant from a proposed project combine with similar impacts from other past, present, or reasonably foreseeable future projects in a similar geographic area.

Archaeological resources are non-renewable members of a finite class. All adverse effects to archaeological resources erode a dwindling cultural/scientific resource base. Federal and state laws protect archeological resources in most cases, either through project redesign or by requiring that the scientific data present within an archeological resource be archeologically recovered. Excavation for installation of subsurface utilities would occur in terrain underlain primarily by fill materials that are not anticipated to contain cultural resources. Pile driving and excavation in a small area would reach into the late bay mud deposits that may contain prehistoric resources. As discussed above, the proposed project would have a significant impact related to archeological resources and disturbance of human remains. The project's impact, in combination with other projects in the area that would also involve ground disturbance and which could also encounter previously recorded or unrecorded archeological resources or human remains, could result in a significant cumulative impact to archeological resources. However, implementation of mitigation measure M-CP-2 would reduce the project's contribution to cumulative impacts to a ***less-than-significant*** level.

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[16] SF Planning Department, Environmental Planning Division, Preliminary Archeological Review, June 7, 2013, Case No. 2013.0342E. This document is available for public review as part of Case No. 2013.0342E at 1650 Mission Street, Suite 400, San Francisco, CA 94103.

E.5 TRANSPORTATION AND CIRCULATION

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 an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	☐	☐	☒	☐	☐
b) Conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures, established by the county congestion management agency for designated roads or highways?	☐	☐	☒	☐	☐
c) Result in a change in air traffic patterns, including either an increase in traffic levels, obstructions to flight, or a change in location, that results in substantial safety risks?	☐	☐	☐	☐	☒
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses?	☐	☐	☒	☐	☐
e) Result in inadequate emergency access?	☐	☐	☒	☐	☐
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities, or cause a substantial increase in transit demand which cannot be accommodated by existing or proposed transit capacity or alternative travel modes?	☐	☐	☒	☐	☐

The project site is not located near a public or private airport or within an airport land use plan area. Therefore, Question 5c is not applicable to the proposed project. Due to the scope and location of the proposed project, the SF Planning Department determined that a Transportation Impact Study (TIS) was required for this project. The following summarizes the findings of the TIS.[17]

Setting

The project site is located at the southeastern corner of Evans Avenue and Toland Street. Evans Avenue is an east-west arterial, with two travel lanes each way, extending between Cesar Chavez Street and Jennings Street. The General Plan identifies Evans Avenue as a major arterial in the Congestion Management Plan (CMP) Network from Cesar Chavez to Third Street, as a secondary arterial east of

[17] LCW Consulting, *1995 Evans Avenue / San Francisco Police Department Forensic Service Division (FSD) & Traffic Company (TC) Transportation Impact Study*, September 18, 2013. Available at the SF Planning Department, 1650 Mission Street, Suite 400, in Case File No. 2013.0342E

Third Street, and as part of the Metropolitan Transportation System (MTS) Network. Toland Street runs north-south with one lane in each direction, extending between Evans and Oakdale Avenues. Toland Street is not listed in the General Plan as a major arterial or part of the CMP Network, or a Transit Preferential Street, a part of the Citywide Pedestrian Network, or an MTS Network Street. Toland Street is designated as a "Significant Traffic Truck Route" in the General Plan.[18]

The site is currently accessible to pedestrians and automobiles via one entrance on Toland Street and two entrances on Evans Avenue, which allowed trucks to drive to the covered loading area on the southeast side of the main building when the building was in use. Pedestrian access is via the retail storefront of the main building.

Public transit stops within one-half mile of the project site include the following:

- 19 Polk motor coach route at the intersection of Evans Avenue and Napoleon Street;
- KT Ingleside-Third Street light rail vehicle line located at Third Street and Evans Avenue;
- 23 Monterey motor coach route at Jerrold Avenue and Toland Street; and
- 10 Townsend and 48 Quintara/24th Street motor coach lines at 25th and Connecticut Streets.

On-street parking on Evans Avenue and on Napoleon, Toland, and Marin Streets was surveyed to evaluate current weekday occupancy. Of approximately 450 on-street parking spaces, about 240, or 53 percent, were occupied. Higher occupancies were observed in the vicinity of the light industrial and manufacturing uses, and specifically on both sides of Napoleon Street between Jerrold and Evans Avenues, and on the west side of Toland Street between Jerrold and Evans Avenues.

Impact TR-1: The proposed project would not conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation, nor would the proposed project conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures. (Less than Significant)

Policy 10.4 of the Transportation Element of the General Plan states that the City will "consider the transportation system performance measures in all decisions for projects that affect the transportation system." To determine whether the proposed project would conflict with a transportation- or circulation-related plan, ordinance, or policy, this section analyzes the proposed project's effects on intersection operations, transit demand, impacts on pedestrian and bicycle circulation, parking, and freight loading, as well as construction impacts.

Trip Generation

Travel demand estimates were based on methodology contained in the SF Planning Department's *Transportation Impact Analysis Guidelines for Environmental Review* (SF Guidelines); however, because the SF Guidelines do not provide trip generation rates for non-standard uses with unique trip generation and travel behavior, the trip generation for the proposed project was based on the number of employees projected to be on-site at full build out and full occupancy of the proposed project. In addition, the SFPD provided information related to projected employees and visitors based on the characteristics of the existing FSD and TC facilities. According to the SFPD, based on existing travel patterns at the existing FSD facilities, employees and visitors would be expected to drive to and from the project site,

[18] *San Francisco General Plan* Transportation Element, Maps 6 through 9, 11, and 15. Available online at: *http://www.sf-planning.org/ftp/General_Plan/I4_Transportation.htm.* Accessed July 23, 2013.

and therefore, as a conservative assumption, the transportation analysis assumed that all person-trips would occur by automobile, with an average vehicle occupancy rate of one person per vehicle.[19]

Table 2 gives the project characteristics, provided by the Police Department, that were used in determining travel demand, and Table 3 provides the estimated weekday p.m. peak hour trip generation for the proposed project.

TABLE 2. PROPOSED PROJECT EMPLOYEE AND TRAVEL CHARACTERISTICS

Project Component/Shift	Shift Hours	Number of Employees	PM Peak Hour Activity (4:00 to 5:00 PM)
Traffic Company			
Day	7:00 a.m. to 4:00 p.m.	48	Leaving for the day
Swing	2:00 p.m. to 11:00 p.m.	36	No overlap
Night	9:00 p.m. to 6:00 a.m.	36	No overlap
Subtotal		120	
Forensic Services Division			
Shift 1	6 a.m. to 2:30 p.m.	33	No overlap
Shift 2	7 a.m. to 3:30 p.m.	92	No overlap
Shift 3	7:30 a.m. to 4:00 p.m.	33	Leaving for the day
Shift 4	8:00 a.m. to 4:30 p.m.	7	Leaving for the day
Shift 5	8:30 a.m. to 5:00 p.m.	7	No overlap
Shift 6	9:00 a.m. to 5:30 p.m.	7	No overlap
Subtotal		179	

Source: LCW Consulting, 2013; data from SFPD.

TABLE 3. PROPOSED PROJECT VEHICLE TRIP GENERATION - WEEKDAY PM HOUR

Project Component	Inbound	Outbound	Total
Traffic Company	0	48	48
Forensic Services Division Employees	0	40	40
Forensic Services Division Visitors	1	1	2
TOTAL NEW TRIPS	**1**	**89**	**90**

Source: LCW Consulting, 2013.

[19] If the project were a typical office building, mode split would be based on SF Guidelines and would consist of approximately 71 percent driving trips, 20 percent transit trips, and 9 percent other modes (walking, biking, etc.). However, since the proposed use is specialized, mode split data was obtained from the project sponsor.

In general, the addition of project-generated traffic would result in a small increase in the average delay per vehicle at the study intersections during the p.m. peak hour (**Table 4**). The westbound approach at the unsignalized intersection of the I-280 southbound off-ramp/Pennsylvania Street would continue to operate at level-of-service (LOS) E conditions and the proposed project would not contribute any vehicles to this approach during the p.m. peak hour. As with existing conditions, peak-hour signal warrants would not be met at this intersection for Existing plus Project conditions. All other study intersections would continue to operate at acceptable levels (LOS D or better).

Overall, under Existing plus Project conditions, the proposed project would not contribute to existing LOS E conditions at the worst approach to the intersection of the I-280 southbound off-ramp/ Pennsylvania Street, and the remaining study intersections would continue to operate at acceptable levels of LOS D or better. Therefore, the proposed project impacts on traffic operations would be ***less than significant.***

Parking

Parking conditions are not static, as parking supply and demand varies from day to day, from day to night, from month to month, etc. Hence, the availability of parking spaces (or lack thereof) is not a permanent physical condition, but changes over time as people change their modes and patterns of travel. While parking conditions change over time, a substantial deficit in parking caused by a project that creates hazardous conditions or significant delays to traffic, transit, bicycles, or pedestrians could adversely affect the physical environment. Whether a deficit in parking creates such conditions will depend on the magnitude of the shortfall and the ability of drivers to change travel patterns or switch to other travel modes. If a substantial deficit in parking caused by a project creates hazardous conditions or significant delays in travel, such a condition could also result in secondary physical environmental impacts (e.g., air quality or noise impacts cause by congestion), depending on the project and its setting.

The absence of a ready supply of parking spaces, combined with available alternatives to auto travel (e.g., transit service, taxis, bicycles, or travel by foot) and a relatively dense pattern of urban development, induces many drivers to seek and find alternative parking facilities, shift to other modes of travel, or change their overall travel habits. Any such resulting shifts to transit service or other modes (walking and biking), would be in keeping with the City's "Transit First" policy and numerous San Francisco General Plan polices, including those in the Transportation Element. The City's Transit First Policy, established in the City's Charter Article 8A, Section 8A.115, provide that "parking policies for areas well served by public transit shall be designed to encourage travel by public transportation and alternative transportation."

The transportation analysis accounts for potential secondary effects, such as cars circling and looking for a parking space in areas of limited parking supply, by assuming that all drivers would attempt to find parking at or near the project site and then seek parking farther away if convenient parking is unavailable. The secondary effects of drivers searching for parking is typically offset by a reduction in vehicle trips due to others who are aware of constrained parking conditions in a given area, and thus choose to reach their destination by other modes (i.e., walking, biking, transit, taxi). If this occurs, any secondary environmental impacts that may result from a shortfall in parking in the vicinity of the proposed project would be minor, and the traffic assignments used in the transportation analysis, as well as in the associated air quality, noise, and pedestrian safety analyses, would reasonably address potential secondary effects.

TABLE 4. PM PEAK-HOUR INTERSECTION LEVELS OF SERVICE (LOS) AND AVERAGE STOPPED DELAY IN SECONDS PER VEHICLE[a]

Intersection	Existing (2013)		Existing + Project		Cumulative (2035)[b]		Project Contrib[d]
	LOS[c]	Delay[c]	LOS[c]	Delay[c]	LOS[c]	Delay[c]	
1. I-280 SB off-ramp/Pennsylvania Street (AWS)[e]	E	41.5 (wb)	E	41.5 (wb)	F	>50 (sb,wb)	0.0%
2. 25th Street/Indiana Street/I-280 NB Off-ramp (AWS)[e]	B	12.0 (eb)	B	11.9 (eb)	E F	37.0 (nb) >50 (eb,wb)	0.7% 0.0%
3. Cesar Chavez Street/Kansas Street	B	18.4	B	18.4	E	62.3	1.1%
4. Cesar Chavez Street/Evans Avenue	C	28.0	C	28.7	F	>80	1.8%
5. Cesar Chavez Street/Pennsylvania Street/I-280 NB Off-ramp	D	52.4	D	52.8	F	>80	1.0%
6. Cesar Chavez Street/Indiana Street	C	27.6	C	27.6	F	>80	1.0%
7. Cesar Chavez Street/Third Street	D	38.6	D	39.3	F	>80	1.9%
8. Evans Avenue/Third Street	C	34.2	C	34.3	F	>80	0.0%
9. Evans Ave./Toland St./Napoleon St.	D	40.7	D	41.0	F	>80	0.3%
10. Jerrold Ave./Toland St./Napoleon St. (SSSC)[e]	B	14.0 (wb)	B	14.4 (wb)	C	18.2 (wb)	–
11. Jerrold Avenue/Bayshore Blvd./ US 101 NB Off-ramp	D	43.9	D	46.6	F	>80	2.5%

a Levels of service (LOS) were determined using the analysis methodologies presented in the 2000 *Highway Capacity Manual*.

b Cumulative volumes were derived on the basis of the San Francisco County Transportation Authority countywide travel demand forecasting model.

c Delay presented in seconds per vehicle. LOS and delay for signalized intersections represent conditions for the overall intersection. LOS and delay for stop-controlled unsignalized intersections represent conditions for the worst (most congested) approach, indicated in parentheses: nb = northbound, sb = southbound, eb = eastbound, wb = westbound

d Project's percent contribution to the growth in cumulative traffic volumes at intersections projected to operate at LOS E or F. **Bold** typeface signifies a cumulatively considerable contribution to LOS F conditions (a significant impact), based on the project's contribution to the intersection's critical turning movements; that is, whether the project would add a substantial number of vehicles to these movements.

e All intersections are signalized except those indicated AWS, which have stop signs on all approaches, and those indicated SSSC, which have a stop sign only on the minor street approach(es).

Bold typeface indicates a significant project or cumulatively impact.

Source: LCW Consulting, 2013.

The proposed project would include construction of a two-level parking garage that would contain 82 parking spaces for TC sworn-officer personal vehicles and two car-share parking spaces. In addition, the parking garage would include four ADA-accessible parking spaces and three on-street visitor parking spaces would be provided along Evans Avenue. The proposed project would not provide on-site parking for FSD personal vehicles. Vehicle access to the parking garage would be provided via a secure entrance from Evans Avenue; a walkway would connect the garage to the FSD/TC building itself. Three on-street parking spaces within a recessed bay would be provided for visitors along Evans Avenue. (The second secure access gate, from Toland Street, would be for vehicles towed into the facility's impound area, and for freight loading and FSD investigation vehicles.)

The peak employee parking demand would occur between the hours of 7:00 a.m. and 4:00 p.m., when two of the TC shifts and all six of the FSD shifts overlap, which would create a demand for a range between 206 and 263 parking spaces.[20] This would result in a parking shortfall of approximately 181 parking spaces. Of the peak demand for 263 spaces, the FSD would generate a peak demand for 179 spaces and the TC would generate a peak demand for 84 spaces; 99 percent of the parking shortfall of 181 spaces would be attributable to the FSD, for which no on-site parking is proposed. Additionally, the project sponsor proposes to remove 13 on-street parking spaces along the Evans Street site frontage and replace them with a planting strip adjacent to the sidewalk. The parking shortfall would need to be accommodated on-street, and as a result, the mid-day parking occupancy in the study area would increase. Based on the existing weekday on-street parking occupancy in the project vicinity of just over 50 percent, there is adequate on-street parking within a two-block walk of the project site to accommodate the unmet on-site parking demand, even under the assumption that all employees would drive to work. Based on the calculation of unmet demand, on-street occupancy in the vicinity would increase from about 53 percent to about 94 percent, which could result in some employees having to park farther from the project site and could also result in some drivers switching to transit, car-sharing, carpooling, walking, or bicycling.

In terms of the Planning Code parking requirement (Section 151), based on preliminary estimates of occupied floor area, 45 off-street parking spaces would be required for the laboratory functions and 96 off-street parking spaces would be required for office functions, for a total requirement of 141 parking spaces, or 59 more spaces than are proposed. A variance would be required to allow for less than the Code-required amount of parking. The project would provide two car-share spaces, which would meet the Planning Code requirement in Section 166.

The proposed project parking shortfall would be a less-than-significant impact as the parking shortfall would be accommodated on-street. In addition, the proposed project parking shortfall would not create hazardous conditions or significant delays affecting traffic, transit, bicycles, or pedestrians, and therefore, parking impacts would be *less than significant.* Although the project's impacts would be *less than significant,* Improvement Measure I-TR-1 below is recommended to reduce the parking shortfall and encourage the use of alternative modes of transportation.

Improvement Measure

I-TR-1: Transportation Demand Management

As an improvement measure to reduce the parking shortfall and encourage use of alternate modes, the project sponsor should develop and implement a Transportation Demand Management ("TDM") Plan designed to reduce use of single-occupant vehicles and to increase

[20] The calculated parking demand is based on the information provided by the project sponsor with respect to projected employee travel patterns; as noted above in the discussion of Trip Generation, this analysis assumes that all employees would drive.

the use of rideshare, transit, bicycle, and walk modes for trips to and from the Proposed Project. The TDM plan should include such measures as the following to reduce single occupancy vehicles and encourage alternate modes of travel:

- Ensure that bicycle safety strategies are developed along the Evans Avenue side of the property (e.g., avoiding conflicts with private cars accessing the parking garage on the east side of the property);
- Facilitate access to the Evans Avenue and Cesar Chavez Street bike routes through on-site signage;
- Require that the points of access to bicycle parking include signage indicating the location of these facilities;
- Facilitate access to carshare spaces (first level of the parking deck) through on-site signage;
- Require a TDM contact person who would be responsible for conducting employee surveys, coordinating carpool/ridematch services, and conducting annual TDM events;
- Provide information to employees and visitors on transit options and locations where transit passes can be purchased; and
- Require a transit pass subsidy for FSD and TC employees purchasing transit passes.

These measures would be in addition to those set of citywide commuter benefits provided to all City employees that allow them to reduce their monthly commuting expenses for transit, bicycling, vanpooling and parking.

Loading

The proposed project would generate seven delivery and service vehicle trips to the project site per day, which corresponds to a demand of less than one loading space during the peak and average hour of loading activities. The proposed project would ~~not~~ include one off-street loading space~~spaces~~ that would meet the requirements of the Planning Code for size and location. Building~~However, building~~ deliveries would occur on-site between the FSD/TC building and the parking garage. Secure intake functions for FSD operations would occur at two vehicle bays that would be provided within the FSD/TC building. The proposed delivery and intake operations would be obscured from public view and access and would not interfere with traffic on surrounding streets. Access to the on-site loading area would be via Toland Street and would be gated and secured at all times. Trash and recycling would be stored on-site within the service area between the FSD/TC building and parking garage. Access for trash and recycling pickup would be controlled and coordinated by both the FSD and TC. Because the proposed project's loading demand would be minimal and would be accommodated within the proposed on-site loading area, the project's impacts related to loading would be ***less than significant.***

Construction Activities

The total duration of construction of the proposed project is estimated to be 30 months, beginning in 2016 and ending in 2018. Construction-related activities would typically occur Monday through Friday, between 7:00 a.m. and 5:00 p.m. During the project's construction period, temporary and intermittent traffic and transit impacts may result from truck movements to and from the construction site. It is anticipated that a majority of the construction-related truck traffic would use Evans Avenue, Cesar Chavez Street, Third Street, and Bayshore Boulevard with I-280 and U.S. 101 for the South Bay and East Bay destinations. Overall, because construction activities would be temporary and limited in duration and activities are required to be conducted in accordance with City requirements, construction-related transportation of the proposed project would be ***less than significant.*** Implementation of Improvement Measure I-TR-2: Construction Measures, would reduce the *less-than-significant* impacts related to construction activities.

Improvement Measure

I-TR-2: Construction Measures

The Department of Public Works (SFDPW) should require the following of the construction contractor:

1) Construction contractors should be prohibited from scheduling any truck trips, such as concrete mixers, heavy construction equipment, and materials delivery, etc., to the construction sites during the a.m. (7:00 to 9:00 a.m.) and p.m. (4:00 to 6:00 p.m.) peak commute periods.

2) All construction activities should adhere to the provisions in the City's Blue Book, including those addressing sidewalk and lane closures. To minimize construction impacts on nearby businesses and residents, the SFMTA should alert motorists, bicyclists, and nearby property owners of upcoming construction through its existing website and other available means, such as distribution of flyers, emails, and portable message or informational signs. Information provided should include contact name(s) for the SFMTA project manager, public information officer, and/or the SFMTA General Enforcement Division contact number (311).

3) Construction contractors should encourage construction workers to use carpooling and public transit to the construction site in order to minimize parking demand.

Overall, impacts of the proposed project related to an applicable transportation or circulation system plan or policy would be less than significant.

Impact TR-2: The proposed project would not result in substantially increased hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses. (Less than Significant)

The proposed project would not include any design features that would substantially increase traffic hazards (e.g., new sharp curves or dangerous intersections), and would not include any incompatible uses, as discussed above in Topic 1, Land Use and Land Use Planning. Therefore, the project would not have adverse impacts associated with traffic hazards. On Evans Avenue, the access gate for the parking garage would be recessed about 75 feet from the curb, which would allow for off-street queuing of two vehicles while waiting for the gate to open. Therefore, it is not anticipated that there would be any queue spillback from the parking garage onto Evans Avenue, and the proposed project would not result in substantial conflicts between project-generated vehicles destined to the parking garage and traffic on Evans Avenue. On Toland Avenue, the security gate for the loading dock would be recessed about 53 feet from the curb, which would likewise be anticipated to prevent queues extending onto the street. Based on the above, transportation hazards would be ***less than significant***. Implementation of Improvement Measure I-TR-3: Queue Abatement, as detailed below, would reduce the less-than-significant impact related to queuing.

Improvement Measure

I-TR-3: Queue Abatement

As an improvement measure to reduce the potential for queuing of vehicles accessing the project site, the SFPD should ensure that recurring vehicle queues do not occur on Evans Avenue or Toland Street adjacent to the site. A vehicle queue is defined as one or more vehicles (destined to the parking facility) blocking any portion of the Evans Avenue or Toland Street sidewalk or travel lanes on Evans Avenue or Toland Street travel lane for a consecutive period of three minutes or longer on a daily and/or weekly basis.

If the Planning Director, or his or her designee, suspects that a recurring queue is present, the Planning Department should notify the SFPD in writing. Upon request, the SFPD should hire a qualified transportation consultant to evaluate the conditions at the site for no less than seven days. The consultant should prepare a monitoring report to be submitted to the Planning Department for review. If the Planning Department determines that a recurring queue does exist, the SFPD should abate the queue within 90 days from the date of the written determination.

This improvement measure would further reduce the severity of the proposed project's less-than-significant impacts related to vehicular access to the project site. Implementation of this improvement measure would not result in any secondary transportation-related or other significant impacts.

Impact TR-3: The proposed project would not result in inadequate emergency access. (Less than Significant)

Emergency vehicle access to the project site would remain substantially unchanged from existing conditions, and the proposed project would not change the adjacent travel lanes. Emergency service providers would be able to pull up to the project site from Evans Avenue or Toland Street, and would be able to enter the site via the two proposed project driveways, on Evans Avenue and on Toland Street (Figure 5). In particular, the Toland Street driveway would allow for fire apparatus to reach the rear of both the FSD/TC building and the parking garage. Therefore, the proposed project's impacts on emergency vehicle access would be *less than significant.*

Impact TR-4: The proposed project would not conflict with adopted policies, plans or programs regarding public transit, bicycle or pedestrian facilities, or otherwise decrease the performance or safety of such features. (Less than Significant)

Transit Conditions

It is anticipated that the majority of trips to and from the proposed project during the p.m. peak hour would be made by automobile, and therefore the number of transit trips generated by the proposed project would be minimal. As noted above for parking, the project would result in an on-site parking shortfall and it is assumed that some employees may switch to public transit as a result. However, even with some employees switching to transit, the increased ridership would constitute a minimal change in usage and existing transit would be able to accommodate this increase. Any transit trips to and from the project site would utilize the nearby San Francisco Municipal Railway (Muni) lines and transfer to other Muni bus and light rail lines, or to regional transit providers including Caltrain, SamTrans, AC Transit, Golden Gate Transit, and Bay Area Rapid Transit (BART). The nearby T-Third Street light rail line and the current bus routes (10 Townsend, 19 Polk, 23 Monterey, and 48 Quintara/24thStreet) currently operate below Muni's 85 percent capacity utilization standard in the project vicinity and could accommodate additional passengers.[21] In addition, because of recessed access to the proposed parking garage, it is not anticipated that there would be queuing from the parking garage onto Evans Avenue, and the proposed project would not result in conflicts between transit routes on Evans Avenue and project-generated vehicles entering the parking garage.

Because the proposed project would not substantially affect the capacity utilization of the local and regional transit lines, and would not affect the operations of the adjacent and nearby Muni bus routes, the impacts of the proposed project on transit would be *less than significant.*

[21] Of nearby Muni lines, only the 10 Townsend currently operates in excess of Muni's 85 percent capacity utilization standard in the p.m. peak hour, but not in the project area. Moreover, this line does not directly serve the project site.

Bicycle Conditions

The proposed project would provide 16 Class 1 and eight Class 2 bicycle parking spaces at-grade, for a total of 24 at-grade spaces, between the FSD/TC building and the parking garage near the main employee entry. This would exceed the Planning Code requirements for bicycle parking (Sections 155.2 and 155.3) of 15 Class 1 and eight Class 2 bicycle parking spaces. In addition to the bicycle parking spaces, the proposed project would provide 100 lockers and six showers for the TC, and 30 lockers and five showers for the FSD. The lockers and showers would exceed the relevant Planning Code requirements in Section 155.4 of 24 lockers and four showers. The project site is within convenient bicycling distance of the Potrero Hill, Mission, Mission Bay, and South of Market areas. There are a number of designated City bicycle routes in the vicinity of the proposed project, including Route 5 on Illinois and Third Streets, Route 7 on Indiana Street, Route 25 on Bayshore Boulevard, Route 60 on Cesar Chavez Street, Route 68 on Evans Avenue, Route 170 on Oakdale Avenue, and Route 525 on Vermont, Kansas, and 23rd Streets north of Cesar Chavez Street. As indicated above, it is anticipated that the majority of the trips to and from the proposed project during the p.m. peak hour would be made by automobile, and therefore, the number of trips generated by the proposed project by bicycle would be minimal. In addition, as discussed under Transit Conditions, it is not anticipated that the proposed project would result in any queuing on Evans Avenue by vehicles waiting to enter the parking garage. Therefore, the proposed project would not generate conflicts between project-generated vehicles destined to the parking garage and bicycle travel on Evans Avenue. Based on the above, impacts related to bicyclists would be ***less than significant.***

Pedestrian Conditions

The primary pedestrian entrance to the proposed project would be via a building lobby located along Evans Avenue, with pedestrian access from the parking garage via a walkway. Under the proposed project, the sidewalk along Evans Avenue adjacent to the project site would be maintained at 10 feet in width, and a 6-foot planter strip would replace the parking lane in front of the project site (with the exception of the three guest parking spaces). On Toland Street, the project would construct an 8-foot-wide sidewalk (with adjacent 8-foot planter strip) where no sidewalk currently exists. Thus, the project would meet the requirements of the *Better Streets Plan*, which specifies a minimum sidewalk width of 8 feet and a recommended width of 10 feet for industrial streets such as Evans Avenue and Toland Street.[22] As discussed above, it is anticipated that the majority of trips to and from the project site during the p.m. peak hour would be made by automobile; however, there would be some pedestrian trips, including walking to and from the bus stops. These new pedestrian trips could be accommodated on the existing sidewalks and crosswalks adjacent to the project site and the new sidewalk along Toland Street, and would not substantially affect the current pedestrian conditions along Evans Avenue. As pedestrian activity on these streets adjacent to the project site is generally very low throughout the day, pedestrian conditions would continue to remain acceptable. Based on the above, project-related impacts to pedestrians would be ***less than significant.***

[22] San Francisco *Better Streets Plan*, online at: http://www.sf-planning.org/ftp/BetterStreets/proposals.htm#Final_Plan. Accessed on August 7, 2013.

Impact C-TR-1: The proposed project, in combination with past, present, and reasonably foreseeable future projects, would not result in a cumulatively considerable contribution to significant transportation impacts. (Less than Significant)

Traffic

The cumulative analysis is based upon output from the San Francisco County Transportation Authority citywide travel demand model, and encompasses reasonably foreseeable growth in housing and employment, as forecast by the SF Planning Department, based on regional growth projections and city-wide plans and policies. Table 4 presents the 2035 Cumulative intersection operating conditions for the weekday p.m. peak hour. Under 2035 Cumulative conditions, 10 of the 11 study intersections would operate poorly (i.e., at LOS E or LOS F) during the p.m. peak hour. Overall, the poor operating conditions at the 10 study intersections would be due to traffic volume increases associated with other developments in the project vicinity and, as shown in Table 4, traffic from the proposed project would contribute less than 5 percent (2.5 percent maximum) to any critical turning movement that affects intersection level of service, which would not be a considerable contribution. Because the project would not result in considerable contribution to the poor operating conditions, the project's cumulative traffic impacts at these intersections would be considered *less than significant.*

The construction of the proposed project may overlap with the construction of other projects listed in Section D, above, including the proposed Home Depot project at 2000 Marin Street. Construction activities associated with these projects would affect access, traffic, and pedestrians on streets used as access routes to and from the project sites (e.g., Evans Avenue, Cesar Chavez Street). Localized cumulative construction-related transportation impacts could occur as a result of cumulative projects that generate increased traffic at the same time and on the same roads as the proposed project. However, the impacts of the project and nearby construction projects would not be cumulatively considerable, as the construction would be of temporary duration, and the project sponsor and other project sponsors would coordinate with various City departments such as SFMTA and DPW through the TASC to develop coordinated plans that would address construction-related vehicle routing and pedestrian movements adjacent to the construction area for the duration of construction overlap. In addition, the construction schedules for the proposed project and the nearby Home Depot project would not likely overlap to a substantial degree shall both projects be approved, as the Home Depot project's entitlement process is expected to take substantially longer than that of the proposed project. Therefore, for the above reasons, the project, in combination with past, present and reasonably foreseeable development in San Francisco, would result in less-than-significant cumulative construction-related transportation impacts. Therefore, cumulative traffic impacts would be *less than significant.*

Transit, Pedestrians, and Bicycles

The transit analysis contained within the Transit Effectiveness Project (TEP) Draft EIR (July 2013) was used for analysis of 2035 cumulative transit impacts. The cumulative conditions "without TEP" analysis included the planned transit changes proposed as part of the Candlestick Point-Hunters Point Shipyard Phase II project, as well as additional service, corridor and capital improvement projects, as described in Section 2.3 of the TIS for the project area.[23] The SFPD FSD/TC project, however, would not contribute project-generated transit trips to the Mission corridor within the Southeast screenline (instead it would

[23] "Without TEP" represents 2035 cumulative transit conditions with the planned transit changes proposed as part of the Candlestick Point-Hunters Point Shipyard Phase II project. "With TEP" represents 2035 cumulative transit conditions with the planned transit changes proposed as part of the Candlestick Point-Hunters Point Shipyard Phase II project, as well as the proposed service improvements proposed under the TEP and the upper range of the TEP Transit Travel Time Reduction Proposals for selected Muni Rapid Network Corridors.

contribute to the Third Street corridor, which is projected to operate at less than 85 percent capacity utilization standard under 2035 cumulative conditions with or without the TEP), and therefore the proposed project would result in a less-than-significant impact on the Southeast screenline and a less-than-significant contribution to cumulative transit impacts on the Mission corridor within the Southeast screenline under cumulative conditions with the TEP. The transit analysis for the TEP also included development of regional screenlines for 2035 cumulative conditions without and with the TEP.

During the p.m. peak hour, all regional transit service providers are projected to operate under the capacity utilization standard of 100 percent. As indicated above, the project would generate limited transit trips, and therefore, would not substantially affect cumulative ridership on regional transit service; therefore, the project's cumulative impact on regional transit capacity utilization would be ***less than significant.***

The project would not make cumulatively considerable contributions to pedestrian or bicycle impacts. The project would improve pedestrian circulation adjacent to the project site by constructing sidewalks where none currently exist on Toland Street, and widening sidewalks on Evans Avenue, consistent with the *Better Streets Plan.* Even with the anticipated increase in background vehicular traffic, which could increase pedestrian-vehicle conflicts, the widened sidewalks would improve pedestrian conditions by facilitating safe pedestrian circulation and crossings, by providing safe spaces for pedestrians, and by slowing traffic, and by increasing pedestrian visibility to drivers. Furthermore, the project would not significantly contribute to cumulative bicycle circulation or conditions in the area given that the majority of trips to the project site were assumed to be made by automobile.

For the above reasons, the proposed project, in combination with past, present and reasonably foreseeable development in San Francisco, would result in ***less-than-significant*** cumulative transit, pedestrian, and bicycle impacts.

Parking

As noted above, the project would not provide on-site parking spaces for FSD personal vehicles, and nearly the entire on-site parking shortfall would, therefore, be attributed to demand from FSD employees. The parking shortfall associated with FSD parking demand would need to be accommodated on-street, and, as a result, the midday parking occupancy in the study area would increase, and some employees may need to park further from the project site. Due to the potential increased difficulty in finding on-street parking in the study area, some drivers may park outside of the study area, switch to transit, car-sharing, carpooling, walking, or bicycling. Furthermore, the project would encourage transit use through implementation of Improvement Measure TR-1: Transportation Demand Management, which may lead to a shift from private passenger vehicles to transit or other modes of travel. The proposed project parking shortfall would not be considered substantial and no nearby projects would be anticipated to substantially increase on-street parking demand. Therefore, in combination with past, present and reasonably foreseeable development in San Francisco, the project would result in ***less-than-significant*** cumulative parking impacts.

E.6 NOISE

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
6. NOISE—Would the project:					
a) Result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐	☐
b) Result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐	☐
c) Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐	☐
d) Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐	☐
e) For a project located within an airport land use plan area, or, where such a plan has not been adopted, in an area within two miles of a public airport or public use airport, would the project expose people residing or working in the area to excessive noise levels?	☐	☐	☐	☐	☒
f) For a project located in the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☐	☒
g) Be substantially affected by existing noise levels?	☐	☐	☒	☐	☐

The project site is not within an airport land use plan area, nor is it in the vicinity of a private air strip. Therefore, Topics 6e and 6f are not applicable.

Impact NO-1: The proposed project would not result in exposure to or generation of noise levels in excess of standards established in the local general plan or noise ordinance. (Less than Significant)

The Environmental Protection Element of the General Plan includes Land Use Compatibility Guidelines for Community Noise. These guidelines, which are similar to state guidelines promulgated by the Governor's Office of Planning and Research (OPR), indicate maximum acceptable noise levels for various newly developed land uses. The proposed uses for the proposed project most closely correspond to the *"Office Building – Personal, Business, and Professional Services"* land use category within the Land Use Compatibility Guidelines.[24]

[24] San Francisco General Plan, Environmental Protection Element, Land Use Compatibility Chart for Community Noise. Available online at:http://www.sfplanning.org/ftp/general_plan/I6_Environmental_Protection.htm. Accessed on May 1, 2013.

For this land use category, the maximum *"satisfactory, with no special insulation requirements"* exterior noise levels are approximately 70 dBA (Ldn).[25,26] Where exterior noise levels exceed 65 dBA (Ldn) for a new commercial building, it is generally recommended that a detailed analysis of noise reduction requirements be conducted prior to final review and approval of the project, and that the needed noise insulation features be include in the project design.

Existing Noise in Project Site Vicinity. Land uses in the project site vicinity generate a substantial amount of noise, as is typical in PDR districts. In addition, high traffic volumes along I-280 and heavy volumes of truck traffic on nearby streets contribute to a relatively noisy environment, according to citywide modeling of traffic noise volumes conducted by the SFDPH. Based on this model, ambient noise levels exceed 70 dBA on Evans Avenue and range from 60 to 70 dBA on Toland Street. Ambient noise levels along the I-280 segment are above 75 dBA, as shown in **Table 5.**

Passing trains on the elevated Caltrain tracks, approximately 350 feet east of the project site, generate additional noise. The Caltrain tracks cross beneath the I-280 freeway near the location where both pass closest to the project site.

TABLE 5. NEARBY STREET NOISE LEVELS

Street Name	Noise Levels [dBA (L_{dn})]
Evans Avenue	>70
Toland Street	65 – 70
Selby Street / I-280 Freeway	>70

Source: Citywide modeling of traffic noise volumes conducted by the SFDPH.

Project Noise Exposure. Although the exterior noise levels in the project vicinity exceed levels that are considered satisfactory for office buildings, noise-insulating features would be incorporated into the proposed project in compliance with the San Francisco Building Code. Because the project site is within 1,000 feet of the I-280 freeway and is within an area where exterior noise exceeds 65 dB, the project would be subject to Building Code Section 13C.5.507. This section requires that, for non-residential buildings within 1,000 feet of freeways or where exterior noise levels at the property line exceed 65 dB, exterior walls and roof-ceiling assemblies must have a Sound Transmission Class (STC) of at least 50, while exterior windows must have a minimum STC of 30.[27] Therefore, indoor noise levels would be reduced by at least 30 decibels, to approximately 45 dBA (assuming an exterior noise level of 75 dBA) which would be suitable for office use. To the extent that areas of the proposed FSD/TC building require particular controls on propagation of exterior noise to further reduce noise levels, it can reasonably be assumed that design features necessary to minimize interior noise would be incorporated into the design.

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

[26] The Ldn is the Leq, or Energy Equivalent Level, of the A-weighted noise level over a 24-hour period with a 10-decibel penalty applied to noise levels between 10:00 p.m. to 7:00 a.m. Leq is the level of a steady noise which would have the same energy as the fluctuating noise level integrated over the time period of interest.

[27] Sound Transmission Class is a rating for building materials (door, windows, wall assemblies, etc.) that characterizes the material's ability to block the transmission of noise. In general, a higher STC rating indicates greater noise-blocking ability. STC ratings are primarily focused on noise frequencies associated with speech; they do not necessarily account for very low frequencies.

Consequently, with Building Code compliance and implementation of any special design features are needed, potential environmental impacts associated with locating the testing laboratory, motorcycle fleet, and accessory office uses (and parking facilities) in an area that currently exceeds acceptable ambient noise levels for such uses would be *less than significant.*

Impact NO-2: Operation of the proposed project would not result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels. (Less than Significant)

Employees and laboratory equipment within the FSD/TC building could be affected by vibration from truck traffic on local streets, including Evans Avenue and Toland Street, and from Caltrain rail operations approximately 500 feet east of the proposed FSD/TC building. The parking garage, which would be as close as about 350 feet from the railroad tracks, would not be adversely affected by roadway or rail vibration. At 500 feet from the proposed FSD/TC building, the Caltrain tracks are near the distance (600 feet) at which heavy rail operations would not be expected to have an adverse effect, even on the most sensitive land uses, and distance between the Caltrain tracks and the project FSD/TC building means that train vibration would likely be no more noticeable than that from truck traffic on Evans Avenue.[28] Moreover, building occupants would not be considered sensitive to vibration in the way that residents would be. Some forensic testing laboratory equipment is sensitive to vibration and would require vibration dampening design features; according to the project sponsor, such features are included in the proposed project, thereby precluding any adverse impact. Consequently, effects related to vibration would be *less than significant.*

Impact NO-3: The project would not result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project. (Less than Significant)

The proposed project would involve construction of an approximately 128,000-sf FSD/TC building that would house the SFPD's FSD and TC motorcycle fleet operations. Vehicular traffic makes the greatest contribution to ambient noise levels throughout most of San Francisco. Generally, traffic must double in volume to produce a noticeable increase in the ambient noise level in the project vicinity. According to the project TIS, the proposed project would generate approximately 1,045 daily vehicle trips, with 90 of those trips occurring in the p.m. peak hour, mostly on Evans Avenue, which has substantial traffic volumes under existing condition. The increase in vehicle trips would not cause traffic volumes to double on nearby streets, and therefore would not have a noticeable effect on ambient noise levels in the project site vicinity.

The proposed small-scale laboratory and office uses would not include features (such as large air compressors, etc.) that would generate substantial noise. Additionally, noise-insulating features that would be incorporated into the proposed project through standard construction practices and that would meet the San Francisco Building Code requirements would act to diminish noise emanating from the FSD/TC building to the outside. Mechanical equipment, such as rooftop heating and ventilation units, would be a source of operational noise; however, such equipment would be subject to and comply with Section 2909 of the Noise Ordinance, which establishes a noise limit from mechanical sources. Measured at the property line, noise generated by commercial and industrial uses must be 8 dBA or less in excess of ambient noise levels; for noise on public property, including streets, the limit is 10 dBA in excess of ambient noise levels. Surrounding land uses are all commercial or light industrial, and include

[28] Federal Transit Administration, (FTA), Office of Planning and Environment, *Transit Noise and Vibration Impact Assessment*, May 2006. Available on the internet at: http://www.fta.dot.gov/documents/FTA_Noise_and_Vibration_Manual.pdf. Reviewed May 20, 2013.

a restaurant, valet parking service, restaurant supply company, storage facility, parcel distribution facility, building materials supplier, towing company, and the I-280 freeway and Caltrain tracks; these uses are not considered sensitive to noise and would not be adversely affected by project noise.

Therefore, operational noise from the proposed project and traffic-related noise associated with operations would not adversely affect ambient noise levels in the project vicinity and this impact would be *less than significant.*

Impact NO-3: During construction, the proposed project would not result in a substantial temporary or periodic increase in ambient noise levels and vibration in the project vicinity above levels existing without the project. (Less than Significant)

Demolition, excavation, and building construction would temporarily increase noise in the project vicinity. Construction equipment would generate noise and possibly vibration, notably from pile driving that could be considered an annoyance by occupants of nearby properties. According to the project sponsor, the construction period would last approximately 30 months. Construction noise levels would fluctuate depending on construction phase, equipment type and duration of use, distance between noise source and listener, and presence or absence of barriers. Impacts would generally be limited to demolition and the periods during which new foundations and exterior structural and façade elements would be constructed; this phase would include pile driving. Interior construction noise would be substantially reduced by exterior walls.

The project would be required to comply with the Noise Ordinance, which regulates construction noise.[29] This Ordinance requires that noise levels from individual construction equipment, other than impact tools, not exceed 80 dBA at a distance of 100 feet from the source. Impact tools (pile drivers, jackhammers, impact wrenches, etc.) must have both intake and exhaust muffled to the satisfaction of the SFDPW Director. Section 2908 of the Noise Ordinance prohibits construction work between the hours of 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 the SFDPW Director or the Director of Building Inspection grants a special permit. The project would be required to comply with regulations set forth in the Noise Ordinance.

Sensitive receptors nearest to the project site are the residences along 26th Street (including the Potrero Terrace housing complex), approximately one-third mile north of the project site. These residences are located far enough away that it is unlikely they will be adversely affected by construction noise. Construction activities typically generate noise levels no greater than 90 dBA (i.e., excavation) at 50 feet from the activity, while other activities, such as concrete work, generate much less noise. Demolition and pile driving activities would result in impact-related noise that would result in short-term noise levels as high as 105 dBA. These noise levels would be reduced to 74 dBA at the nearest sensitive receptor (one-third mile), which, while noticeable, would be similar to existing traffic noise levels along this portion of the City, as indicated in Table 5.

Therefore, for nearby sensitive receptors, although construction noise could be perceptible at times, it would not be expected to exceed noise levels commonly experienced in an urban environment. The increase in noise and vibration in the project area during project construction would be considered less than significant because it would be temporary, intermittent, and restricted in occurrence and level as the contractor would be required to comply with the City's Noise Ordinance. In light of the above, the project's construction noise impacts would be considered *less than significant.*

[29] Article 29 of the *Police Code*, §2901 to §2926.

Impact C-NO-1: The proposed project, in combination with past, present, and reasonably foreseeable future projects, would not result in a cumulatively considerable contribution to a significant noise impact. (Less than Significant)

Construction activities in the vicinity of the project site, such as excavation, grading, or construction of other buildings in the area, would occur on a temporary and intermittent basis. Project construction-related noise would not substantially increase ambient noise levels at locations greater than a few hundred feet from the project site. The nearest other project to the site, the expansion of the Restaurant Depot store, has been completed. The only other nearby project with which construction of the proposed project could overlap is the proposed Home Depot store at 2000 Marin Street.[30] The two project sites are located approximately 500 feet or more from each other and both are in an area surrounded by high-volume roadways and freeways whose traffic tends to dominate the local noise environment. Moreover, the project schedules would not likely overlap to a substantial degree shall both projects be approved, as the FSD/TC project is considerably farther along in its entitlement process than is the Home Depot project. Construction noise effects associated with the proposed project thus are not anticipated to combine with those associated with other proposed and ongoing projects located in the vicinity such that a substantial temporary or periodic noise increase would be experienced by local workers. The nearest residential uses are too distant to be adversely affected by construction noise. Therefore, cumulative construction-related noise impacts would be *less than significant.*

Localized traffic noise would increase in conjunction with foreseeable residential and commercial growth in the project vicinity. However, because neither the proposed project nor the other projects in the vicinity are anticipated to result in a doubling of traffic volumes along any of the nearby major streets, the project would not contribute considerably to any cumulative traffic-related increases in ambient noise. Moreover, operations would comply with the Noise Ordinance and would therefore not be expected to substantially contribute to any cumulative increases in ambient noise levels. Therefore, the proposed project would result in *less-than-significant* cumulative noise impacts.

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[30] Case No. 2009.0651; EIR in preparation. Project file available for review at the Planning Department, 1650 Mission Street, Suite 400.

E.7 AIR QUALITY

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) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☒	☐	☐
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal, state, or regional ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☐	☐	☒	☐	☐
d) Expose sensitive receptors to substantial pollutant concentrations?	☐	☒	☐	☐	☐
e) Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐	☐

The BAAQMD is the regional agency with jurisdiction over the San Francisco Bay Area Air Basin (SFBAAB), which includes nine counties: San Francisco, Alameda, Contra Costa, Marin, San Mateo, Santa Clara, and Napa Counties and portions of Sonoma and Solano Counties. The BAAQMD is responsible for attaining and maintaining air quality in the SFBAAB in conformance with federal and state air quality standards, established by the federal Clean Air Act (CAA) and the California Clean Air Act (CCAA), respectively. Specifically, the BAAQMD has the responsibility to monitor ambient air pollutant levels throughout the SFBAAB and to develop and implement strategies to attain the applicable federal and state standards. The CAA and the CCAA require plans to be developed for areas that do not meet air quality standards, generally. The most recent air quality plan, the 2010 CAP, was adopted by the BAAQMD on September 15, 2010. The 2010 CAP updates the Bay Area 2005 Ozone Strategy in accordance with the requirements of the CCAA to implement all feasible measures to reduce ozone; provide a control strategy to reduce ozone, particulate matter (PM), air toxics, and greenhouse gases in a single, integrated plan; and establish emission control measures to be adopted or implemented. The 2010 CAP contains the following primary goals:

- Attain air quality standards;
- Reduce population exposure and protect public health in the San Francisco Bay Area; and
- Reduce greenhouse gas emissions and protect the climate.

The 2010 CAP represents the most current applicable air quality plan for the SFBAAB. Consistency with this plan is the basis for determining whether the proposed project would conflict with or obstruct implementation of an applicable air quality plan.

Criteria Air Pollutants

In accordance with state and federal CAAs, air pollutant standards are identified for the following six criteria air pollutants: ozone, carbon monoxide (CO), 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 SFBAAB experiences low concentrations of most pollutants when compared to federal or state standards. The SFBAAB is designated as either in attainment or unclassified for most criteria pollutants with the exception of ozone, $PM_{2.5}$, and PM_{10}, for which it is designated as in non-attainment for either the state or federal standards.[31] By its very nature, regional air pollution is largely a cumulative impact in that no single project is sufficient in size to, by itself, to 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, the project's impact on air quality would be considered significant.[32]

Land use projects may contribute to regional criteria air pollutants during construction and operational phases.

Table 6 provides significance thresholds for determining air quality impacts. Projects that would result in emissions of criteria air pollutants 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 SFBAAB.

TABLE 6. CRITERIA AIR POLLUTANT SIGNIFICANCE THRESHOLDS

Pollutant	Construction Thresholds	Operational Thresholds	
	Average Daily Emissions (lbs./day)	Average Daily Emissions (lbs./day)	Annual Average 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 (BMPs)	Not Applicable	

Note: 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.

Ozone Precursors. The SFBAAB is currently in non-attainment for ozone and PM (specifically, PM_{10} and $PM_{2.5}$). 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). State and federal clean air acts contain limits on emissions of these criteria pollutants from stationary sources. By meeting these limits, it is anticipated that emissions from new stationary sources do not contribute to an air quality violation or result in a considerable net increase of criteria air pollutants in the air basin.

[31] "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.

[32] BAAQMD, CEQA Air Quality Guidelines, May 2011, page 2-1.

Stationary sources of air pollution are subject to a New Source Review (NSR) under the federal CAA and BAAQMD, Regulation 2, Rule 2, which requires any new source that emits criteria air pollutants above a specified emissions limit to 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).[33] Although the offset requirements apply to new or modified stationary sources, the above thresholds can be applied to construction and operational phases of land use projects since the increases in vehicle trips, architectural coating, and construction activities associated with these projects result in ROG and NO_x emissions. 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 $PM_{2.5}$). The BAAQMD has not established an offset limit for $PM_{2.5}$. However, the federal emissions limit for new stationary sources in nonattainment areas is an appropriate significance threshold since these limits represent levels at which a source is not expected to have an impact on air quality.[34] For $PM_{2.5}$ and PM_{10}, the emissions limit under the NSR is 15 tons per year (82 lbs. per day) and 10 tons per year (54 lbs. per day), respectively. Land development projects typically result in PM emissions as a result of 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 (BMPs) at construction sites significantly control fugitive dust.[35] Individual measures have been shown to reduce fugitive dust by anywhere from 30 to 90 percent.[36] The BAAQMD has identified a number of BMPs to control fugitive dust emissions from construction activities.[37] The City's Construction Dust Control Ordinance (Ordinance 176-08, effective July 30, 2008) requires a number of measures to control fugitive dust to ensure that construction projects do not result in visible dust. Employing BMPs in compliance with Ordinance 176-08 is an effective strategy for controlling construction-related fugitive dust.

Local Risks and Hazards

In addition to criteria air pollutants, individual projects may emit toxic air contaminants (TACs), a diverse group of air pollutants that are capable of causing chronic (i.e., of long-term duration) and acute (i.e., severe but short-term) adverse effects to human health, including carcinogenic effects. A TAC is defined in California HSC Section 39655 as an air pollutant which may cause or contribute to an increase in mortality or serious illness, or which may pose a present or potential hazard to human health. Human health effects of TACs include birth defects, neurological damage, cancer, and death. 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.

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[33] BAAQMD, Revised Draft Options and Justification Report, CEQA Thresholds of Significance, October 2009, page 17.

[34] BAAQMD, Revised Draft Options and Justification Report, CEQA Thresholds of Significance, October 2009, page 16.

[35] Western Regional Air Partnership. 2006. WRAP Fugitive Dust Handbook. September 7, 2006. This document is available online at http://www.wrapair.org/forums/dejf/fdh/content/FDHandbook_Rev_06.pdf, accessed February 16, 2012.

[36] BAAQMD, Revised Draft Options and Justification Report, CEQA, Thresholds of Significance, October 2009, page 27.

[37] BAAQMD, CEQA Air Quality Guidelines, May 2011.

Unlike criteria air pollutants, ambient air quality standards have not been developed for TACs; however, these pollutants are regulated by the BAAQMD using a risk-based approach. This approach uses a health risk assessment to determine which sources and pollutants to control as well as the degree of control. A health risk assessment (HRA) is an analysis in which human health exposure to toxic substances is estimated, and considered together with information regarding the toxic potency of the substances, to provide quantitative estimates of health risks.[38]

Vehicle tailpipe emissions contain numerous TACs, including benzene, 1,3-butadiene, formaldehyde, acetaldehyde, acrolein, naphthalene, and diesel exhaust in a complex mixture of particles and gases, with collective and individual toxicological characteristics.[39] While each constituent pollutant in engine exhaust may have a unique toxicological profile, health effects have been associated with proximity, or exposure, to vehicle-related pollutants collectively as a mixture.[40] Exposures to $PM_{2.5}$ are strongly associated with mortality, respiratory diseases, and lung development in children, and other endpoints such as hospitalization for cardiopulmonary disease.[41] In addition to $PM_{2.5}$, diesel particulate matter (DPM) is also of concern. The California Air Resources Board (CARB) identified DPM as a TAC in 1998, primarily based on evidence demonstrating cancer effects in humans.[42] Mobile sources such as trucks and buses are among the primary sources of diesel emissions, and concentrations of DPM are higher near heavily traveled roadways. The estimated cancer risk from exposure to diesel exhaust is much higher than the risk associated with any other TAC routinely measured in the region.

Air pollution does not affect every individual in the population in the same way, and some groups are more sensitive to adverse health effects than others. Land uses such as residences, schools, children's day care centers, hospitals, and nursing and convalescent homes are considered to be the most sensitive to poor air quality as 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 for other land uses. Exposure assessment guidance typically assumes that residences would be exposed to air pollution 24 hours per day, 350 days per year, for 70 years. Therefore, assessments of air pollutant exposure to residents typically result in the greatest adverse health outcomes of all population.

In an effort to identify areas of San Francisco most adversely affected by sources of TACs, the City partnered with BAAQMD to inventory and assess air pollution and exposures from mobile, stationary, and area sources within San Francisco. Areas with poor air quality, termed "air pollution hot spots," were identified based on two health-protective criteria: (1) excess cancer risk from the contribution of emissions from all modeled sources greater than 100 per one million population, and/or (2) cumulative $PM_{2.5}$ concentrations greater than 10 micrograms per cubic meter ($\mu g/m^3$).

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[38] In general, a HRA is required if the BAAQMD 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 HRA 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.

[39] SFDPH, *Assessment and Mitigation of Air Pollutant Health Effects from Intra-Urban Roadways: Guidance for Land Use Planning and Environmental Review*, May 2008.

[40] Delfino RJ, 2002, "Epidemiologic evidence for asthma and exposure to air toxics: linkages between occupational, indoor, and community air pollution research," Environmental Health Perspectives, 110(S4):573-589.

[41] SFDPH, *Assessment and Mitigation of Air Pollutant Health Effects from Intra-Urban Roadways: Guidance for Land Use Planning and Environmental Review*, May 2008.

[42] CARB, Fact Sheet, "The Toxic Air Contaminant Identification Process: Toxic Air Contaminant Emissions from Diesel-fueled Engines," October 1998.

Excess Cancer Risk. The above 100 per one million persons (100 excess cancer risk) criteria is based on United State Environmental Protection Agency (USEPA) guidance for conducting air toxic analyses and making risk management decisions at the facility and community-scale level.[43] As described by the BAAQMD, the USEPA considers a cancer risk of 100 per million to be within the "acceptable" range of cancer risk. Furthermore, in the 1989 preamble to the National Emissions Standards for Hazardous Air Pollutants (NESHAP) rulemaking for benzene, the USEPA states that it "...strives to provide 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."[44] The 100 per one million excess cancer case is also consistent with the ambient cancer risk in the most pristine portions of the Bay Area based on BAAQMD regional modeling.[45]

Fine Particulate Matter. In April 2011, the USEPA published *Policy Assessment for the Particulate Matter Review of the National Ambient Air Quality Standards* (Particulate Matter Policy Assessment). In this document, USEPA staff concludes that the current federal annual $PM_{2.5}$ standard of 15 $\mu g/m^3$ shall be revised to a level within the range of 13 to 11 $\mu g/m^3$, with evidence strongly supporting a standard within the range of 12 to 11 $\mu g/m^3$. Air pollution "hot spots" for San Francisco are based on the health protective $PM_{2.5}$ standard of 11 $\mu g/m^3$, as supported by the USEPA's Particulate Matter Policy Assessment, although lowered to 10 $\mu g/m^3$ to account for error bounds in emissions modeling programs.

A portion of the proposed project (Block 5231/Block 4) is located in an air pollution hot spot. Land use projects within these air pollution hot spots require special consideration to determine whether the project's activities would expose sensitive receptors to substantial air pollutant concentrations or add emissions to areas already adversely affected by poor air quality.

Construction Impacts

Project-related air quality impacts fall into two categories: (1) short-term impacts due to construction and (2) long-term impacts due to project operations.

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 fugitive dust, criteria air pollutants, and DPM. Emissions of criteria pollutants and DPM are primarily a result of the combustion of fuel from on-road and off-road vehicles and equipment. However, ROGs are also emitted from activities that involve painting or other types of architectural coatings or asphalt paving activities. The proposed project includes demolition of the existing four buildings totaling approximately 40,500 sf in floor area and construction of an approximately 128,000 sf building, four stories and approximately 64 feet in height, which would house the FSD and TC. During the project's approximately 30-month construction period, construction activities would have the potential to result in fugitive dust emissions, criteria air pollutants, and DPM.

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[43] BAAQMD, *Revised Draft Options and Justification Report,* of Significance, October 2009, page 67.

[44] 54 Federal Register 38044, September 14, 1989.

[45] BAAQMD, *Revised Draft Options and Justification Report,* CEQA Thresholds of Significance, October 2009, page 67.

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. 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 PM exposure can cause health effects at lower levels than national standards. The current health burden of PM demands that, where possible, public agencies take feasible and available actions to reduce sources of PM exposure. According to CARB, reducing ambient PM from 1998-2000 levels to natural background concentrations in San Francisco would prevent over 200 premature deaths.

Dust can be an irritant causing watering eyes or irritation to the lungs, nose, and throat. Demolition, excavation, grading, and other construction activities can cause wind-blown dust to add to PM in the local atmosphere. Depending on exposure, adverse health effects can occur due to this PM in general and also due to specific contaminants such as lead or asbestos that may be constituents of soil.

In response, the San Francisco Board of Supervisors approved a series of amendments to the San Francisco Building and Health Codes (referred hereto as Ordinance 176-08).[46] This Ordinance is an effective strategy for controlling and reducing the quantity of dust generated during site preparation, demolition, and construction work in order to protect the health of the general public and onsite workers, minimize public nuisance complaints, and avoid orders to stop work by the Department of Building Inspection (DBI).

Ordinance 176-08 requires that all site preparation work, demolition, or other construction activities within San Francisco that has the potential to create dust or to expose or disturb more than 10 cy or 500 sf of soil comply with specified dust control measures, whether or not the activity requires a permit from the DBI. The DBI Director may waive this requirement for activities on sites less than one half-acre in size that are unlikely to result in any visible wind-blown dust.

In compliance with Ordinance 176-08, 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 which are acceptable to the Director. Dust suppression activities may include:

- Water all active construction areas sufficiently to prevent dust from becoming airborne; increased water frequency may be necessary whenever wind speeds exceed 15 miles per hour (mph);
- Reclaimed water must be used if required by Article 21, Section 1100 *et seq.* of the SFDPW; if not required, reclaimed water shall be used whenever possible;
- Contractors shall provide as much water as necessary to control dust without creating run-off in any area of land clearing, and/or earth movement;
- During excavation and dirt-moving activities, contractors shall wet sweep or vacuum 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 cy or 500 sf of excavated materials 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 other equivalent soil stabilization techniques used.

[46] San Francisco's Construction Dust Control Ordinance effective July 30, 2008.

For projects over one half-acre in size, such as the proposed project, Ordinance 176-08 requires that the project sponsor submit a Dust Control Plan (DCP) for approval by the SFDPH. The DBI will not issue a building permit without written notification from the SFDPH that the applicant has a site-specific DCP, unless the Director waives the requirement. Interior-only tenant improvement projects that are over one-half acre in size that will not produce exterior visible dust are exempt from the site-specific DCP requirement.

The site-specific DCP would require the project sponsor to:

- Submit a map to the SFDPH Director showing all sensitive receptors within 1,000 feet of the site;
- Wet down areas of soil at least three times per day;
- Provide an analysis of wind direction and install upwind and downwind particulate dust monitors;
- Record particulate monitoring results;
- Hire an independent, third-party to conduct inspections and keep a record of inspections;
- Establish shut-down conditions based on wind, soil migration, etc.;
- Establish a hotline for surrounding community members who may be potentially affected by project-related dust;
- Limit the area subject to construction activities at any one time;
- Install dust curtains and windbreaks on the property lines, as necessary;
- Limit the amount of soil in hauling trucks to the size of the truck bed and securing with a tarpaulin;
- Enforce a 15 mph speed limit for vehicles entering and exiting construction areas at the site;
- Sweep affected streets with water sweepers at the end of each day;
- Install and utilize wheel washers to clean truck tires;
- Terminate construction activities when winds exceed 25 mph;
- Apply soil stabilizers to inactive areas; and
- Sweep off adjacent streets to reduce particulate emissions.

The project sponsor would be required to designate an individual to monitor compliance with the dust control requirements of the DCP. Compliance with these regulations and procedures set forth by the San Francisco Building Code (SFBC) would ensure that potential dust-related air quality impacts would be reduced to a level of insignificance.

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 a project may exceed the criteria air pollutant significance thresholds shown in Table 5, the BAAQMD developed screening guidelines.[47] If a proposed project meets the screening criteria, then construction of the proposed 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 if criteria air pollutant emissions would exceed significance thresholds. The BAAQMD CEQA Guidelines note that screening

[47] BAAQMD, *CEQA Air Quality Guidelines* (CEQA Guidelines), May 2011.

levels are generally representative of new development on greenfield sites without any form of mitigation measures taken into consideration.[48] In addition, the screening criteria do not account for project design features, attributes, or local development requirements that could also result in lower emissions. For projects that are mixed-use, infill, and/or near transit service and local services, emissions would be expected to be less than the greenfield-type project that the screening criteria are based upon.

The proposed project includes demolition of the existing four buildings totaling approximately 40,500 sf in floor area and construction of an approximately 128,000-sf building, four stories and approximately 64 feet in height, which would house the FSD and TC. The proposed project would be below the criteria air pollutant screening sizes for government office buildings, which is 277,000 sf, as identified in the BAAQMD CEQA Guidelines. Thus, quantification of construction-related criteria air pollutant emissions is not required, and the proposed project's construction activities would not exceed any of the significance thresholds for criteria air pollutants, and would result in a *less-than-significant* construction criteria air pollutant impact.

Impact AQ-2: The proposed project's construction activities would generate toxic air contaminants, including diesel particulate matter, but would not expose sensitive receptors to substantial pollutant concentrations. (Less than Significant with Mitigation)

Off-road equipment (which includes construction-related equipment) is a large contributor to DPM emissions in California and was once estimated to be the second largest source of ambient DPM emissions in California. However, since 2007, CARB has found emissions to be substantially lower than previously expected.[49] Newer and more refined emission inventories have substantially lowered the DPM emission estimates from off-road equipment such that this equipment is now considered the sixth largest source of DPM emissions in California.[50] This reduction in emissions is due, in part, to effects of the economic recession and refined emissions estimation methodologies. For example, revised PM emission estimates for the year 2010, in which DPM is a major component of total PM, have decreased by 83 percent from previous estimates for the SFBAAB.[51] Approximately half of the reduction can be attributed to the economic recession and half can be attributed to updated assumptions independent of the economic recession (e.g., updated methodologies used to better assess construction emissions).[52]

Additionally, a number of federal and state regulations are requiring cleaner off-road equipment. Specifically, both California and the USEPA have set emissions standards for new off-road equipment engines, ranging from Tier 1 to Tier 4 levels. Tier 1 emission standards were phased in between 1996 and 2000 and Tier 4 Interim and Final emission standards for all new engines are being 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 USEPA estimates that by implementing the federal Tier 4

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

[49] CARB, *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.

[50] CARB, *Ibid.*

[51] CARB, "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.

[52] CARB, *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.

standards, NO_x and PM emissions will be reduced by more than 90 percent.[53] Furthermore, California regulations limit maximum idling times to five minutes, which further reduces public exposure to DPM emissions.[54]

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 BAAQMD CEQA 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. 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.[55]

Therefore, project-level analyses of construction activities have a tendency to produce over-estimated assessments of long-term health risks. However, within air pollution hot spots, 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 construction activities for the approximate 30-month construction phase. Project construction activities would result in short-term emissions of DPM and other toxic air contaminants that would add emissions to areas already adversely affected by poor air quality. This would result in a ***significant*** air quality impact to sensitive land uses. Implementation of the following emissions-reducing mitigation measure would reduce this impact to a ***less-than-significant*** level.

Mitigation Measure

Mitigation Measure M-AQ-2: Construction Emissions Minimization

Construction Emissions Minimization Plan. Prior to issuance of a construction permit, the project sponsor shall submit a Construction Emissions Minimization Plan (EMP) to the Environmental Review Officer (ERO) for review and approval by an Environmental Planning Air Quality Specialist. The EMP shall detail project compliance with the following requirements:

1. All off-road equipment greater than 25 horsepower and operating for more than 20 total hours over the entire duration of construction activities shall meet the following requirements:

    a) Where access to alternative sources of power are available, portable diesel engines shall be prohibited;

    b) All off-road equipment shall have:

        - Engines that meet or exceed either United States Environmental Protection Agency (USEPA) or California Air Resources Board (CARB) Tier 2 off-road emissions standards; and

[53] USEPA, *Clean Air Nonroad Diesel Rule: Fact Sheet*, May 2004.

[54] California Code of Regulations (CCR), Title 13, Division 3, § 2485.

[55] BAAQMD,*CEQA Air Quality Guidelines*, May 2012, page 8-6.

- Engines that are retrofitted with a CARB Level 3 Verified Diesel Emissions Control Strategy (VDECS).[56]

c) Exceptions:

- Exceptions to A(1)(a) *may* be granted if the project sponsor has submitted information providing evidence to the satisfaction of the ERO that an alternative source of power is limited or infeasible at the project site and that the requirements of this exception provision apply. Under this circumstance, the project sponsor shall submit documentation of compliance with A(1)(b) for onsite power generation.
- Exceptions to A(1)(b)(ii) *may* be granted if the project sponsor has submitted information providing evidence to the satisfaction of the ERO that a particular piece of off-road equipment with an ARB Level 3 VDECS is: (1) technically not feasible; (2) would not produce desired emissions reductions due to expected operating modes; (3) installing the control device would create a safety hazard or impaired visibility for the operator; or (4) there is a compelling emergency need to use off-road equipment that are not retrofitted with an ARB Level 3 VDECS and the sponsor has submitted documentation to the ERO that requirements of this exception provision apply. If granted an exception to A(1)(b)(ii), the project sponsor must comply with the requirements of A(1)(c)(iii).
- If an exception is granted pursuant to A(1)(c)(ii), the project sponsor shall provide the next cleanest piece of off-road equipment as provided by the step down schedules in Table 7.

TABLE 7. 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 *

*Alternative fuels are not VDECs

HOW TO USE THIS TABLE:
If the requirements of (A)(1)(b) cannot be met, then the project sponsor would need to meet Compliance Alternative 1. Shall the project sponsor not be able to supply off-road equipment meeting Compliance Alternative 1, then Compliance Alternative 2 would need to be met. Shall the project sponsor not be able to supply off-road equipment meeting Compliance Alternative 2, then Compliance Alternative 3 would need to be met.

2. The project sponsor shall require the idling time for off-road and on-road equipment be limited to no more than *two minutes*, except as provided in exceptions to the applicable state regulations regarding idling for off-road and on-road equipment. Legible and visible signs shall be posted in multiple languages (English, Spanish, Chinese) in designated queuing areas and at the construction site to remind operators of the *two minute* idling limit.
3. The project sponsor shall require that construction operators properly maintain and tune equipment in accordance with manufacturer specifications.

[56] Equipment with engines meeting Tier 4 Interim or Tier 4 Final emission standards automatically meet this requirement, therefore a VDECS would not be required.

4. The EMP shall include estimates of the construction timeline by phase with a description of each piece of off-road equipment required for every construction phase. Off-road equipment descriptions and information 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: technology type, serial number, make, model, manufacturer, CARB verification number level, and installation date and hour meter reading on installation date. For off-road equipment using alternative fuels, reporting shall indicate the type of alternative fuel being used

5. The EMP shall be kept on-site and available for review by any persons requesting it and a legible sign shall be posted at the perimeter of the construction site indicating to the public the basic requirements of the EMP and a way to request a copy of the Plan. The project sponsor shall provide copies of the EMP to members of the public as requested.

Reporting. Monthly reports shall be submitted to the ERO indicating the construction phase and off-road equipment used during each phase including information required in A(4). In addition, for off-road equipment using alternative fuels, reporting shall include actual amounts of alternative fuel used.

Within six months of completion of construction activities, the project sponsor shall submit a final report summarizing construction activities to the ERO. The final report shall indicate the start and end dates and duration of each construction phase. For each phase, the report shall include detailed information required in A(4). In addition, for off-road equipment using alternative fuels, reporting shall include the actual amount of alternative fuel used.

Certification Statement and On-site Requirements. Prior to the commencement of construction activities, the project sponsor must certify: (1) compliance with the EMP, and (2) that all applicable requirements of the EMP have been incorporated into contract specifications.

While the emissions reductions from limiting idling, educating workers and the public, and properly maintaining equipment is difficult to quantify, other measures, specifically the requirement for equipment with Tier 2 engines and Level 3 VDECSs, can reduce construction emissions by 89 to 94 percent as compared to equipment with engines meeting no emission standards and without VDECS. Emissions reductions from the combination of Tier 2 equipment with Level 3 VDECS is almost equivalent to requiring only equipment with Tier 4 Final engines, which is not yet available for engine sizes subject to the mitigation. Therefore, compliance with Mitigation Measure M-AQ-2 would result in construction emission impacts to nearby sensitive receptors at a ***less-than-significant*** level.

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 in Impact AQ-1, the BAAQMD's CEQA Guidelines developed screening criteria to determine whether a project requires an analysis of project-generated criteria air pollutants. If all the screening criteria are met by a proposed project, the lead agency or applicant does not need to perform a detailed air quality assessment.

- If an exception is granted pursuant to A(1)(c)(ii), the project sponsor shall provide the next cleanest piece of off-road equipment as provided by the step down schedules shown in the table below.

OFF-ROAD EQUIPMENT COMPLIANCE STEP-DOWN SCHEDULE

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

*Alternative fuels are not VDECs

HOW TO USE THIS TABLE:
If the requirements of (A)(1)(b) cannot be met, then the project sponsor would need to meet Compliance Alternative 1. Shall the project sponsor not be able to supply off-road equipment meeting Compliance Alternative 1, then Compliance Alternative 2 would need to be met. Shall the project sponsor not be able to supply off-road equipment meeting Compliance Alternative 2, then Compliance Alternative 3 would need to be met.

2. The project sponsor shall require the idling time for off-road and on-road equipment be limited to no more than *two minutes*, except as provided in exceptions to the applicable state regulations regarding idling for off-road and on-road equipment. Legible and visible signs shall be posted in multiple languages (English, Spanish, Chinese) in designated queuing areas and at the

[redacted]

Firefighting Water System, seismically secure facilities for the Medical Examiner, the Police Department's Traffic Company, and the Police Department's Forensic Services Division, and other critical infrastructure and facilities for earthquake safety and related costs necessary or convenient for the foregoing purposes; authorizing landlords to pass-through 50% of the resulting property tax increase to residential tenants in accordance with Chapter 37 of the Administrative Code; finding that the estimated cost of such proposed project is and will be too great to be paid out of the ordinary annual income and revenue of the City and County and will require expenditures greater than the amount allowed therefor by the annual tax levy; reciting the estimated cost of such proposed project; fixing the date of election and the manner of holding such election and the procedure for voting for or against the proposition; fixing the maximum rate of interest on such bonds and providing for the levy and collection of taxes to pay both principal and interest; prescribing notice to be given of such election; finding that a portion of the proposed bond is not a project under the California Environmental Quality Act (CEQA) and adopting findings under CEQA for the remaining portion of the proposed bond; finding that the proposed bond is in conformity with the eight priority

Within six months of completion of construction activities, the project sponsor shall submit a final report summarizing construction activities to the ERO. The final report shall indicate the start and end dates and duration of each construction phase. For each phase, the report shall include detailed information required in A(4). In addition, for off-road equipment using alternative fuels, reporting shall include the actual amount of alternative fuel used.

Certification Statement and On-site Requirements. Prior to the commencement of construction activities, the project sponsor must certify: (1) compliance with the EMP, and (2) that all applicable requirements of the EMP have been incorporated into contract specifications.

Mitigation Measure M-AQ-4: Best Available Control Technology (BACT) for Diesel Generators

All diesel generators shall have engines that: (1) meet Tier 4 Final or Tier 4 Interim emission standards, or (2) meet Tier 2 emission standards and are equipped with a California Air Resources

Improvement Measure I-TR-2: Construction Measures

The Department of Public Works (SFDPW) should require the following of the construction contractor:

1) Construction contractors should be prohibited from scheduling any truck trips, such as concrete mixers, heavy construction equipment, and materials delivery, etc., to the construction sites during the a.m. (7:00 to 9:00 a.m.) and p.m. (4:00 to 6:00 p.m.) peak commute periods.
2) All construction activities should adhere to the provisions in the City's Blue Book, including those addressing sidewalk and lane closures. To minimize construction impacts on nearby businesses and residents, the SFMTA should alert motorists, bicyclists, and nearby property owners of upcoming construction through its existing website and other available means, such as distribution of flyers, emails, and portable message or informational signs.

the 3rd day of June, 2014, for the purpose of submitting to the electors of the City a proposition to incur bonded indebtedness of the City for the project described in the amount and for the purposes stated:

G. PUBLIC NOTICE AND COMMENT

A "Notification of Project Receiving Environmental Review" was mailed on July 23, 2013, to interested parties. The Planning Department received one comment letter in response to the notice. The commenter expressed concerns regarding street flooding that consistently occurs at the project location during moderate rainfall. The commenter suggested that a corrective measure for the flooding shall be incorporated into the 1995 Evans Project given project would be undertaken by the City and County of San Francisco. Section E.15 addresses hydrological setting for the project and addressees the potential flooding impacts of and to the project itself. The project will result in a decrease in storm water runoff from the 1995 Evans property when compared to existing conditions, but will not ameliorate flooding in the project vicinity. Measures to reduce existing flooding in the general area, not related to the project, are not addressed in this environmental document.

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.

DATE October 1, 2013

Sarah B. Jones
Environmental Review Officer
for
John Rahaim
Director of Planning

I. LIST OF PREPARERS

Initial Study Authors

San Francisco Planning Department
Environmental Planning Division
1650 Mission Street, Suite 500
San Francisco, California 94103
Environmental Review Officer: Sarah B. Jones
Senior Environmental Planner: Lisa Gibson
Environmental Coordinator: Elizabeth Purl

stations and related facilities (collectively, the "Police Facilities and Infrastructure").

D. MEDICAL EXAMINER FACILITY. A portion of the Bond shall be allocated to design and construct a seismically secure structure for the Medical Examiner to enhance the chief medical examiner's Citywide earthquake safety and emergency response capabilities (the "Medical Examiner Facility").

E. POLICE TRAFFIC COMPANY AND POLICE FORENSICS SERVICES DIVISION FACILITIES. A portion of the Bond shall be allocated to design and construct a seismically secure structure to house both the Police Department's Traffic Company and the Police Department's Forensic Services Division to enhance the police department's Citywide earthquake safety and emergency response capabilities (the "Traffic Company and Forensic Services Division Facility").

F. CITIZEN'S OVERSIGHT COMMITTEE. A portion of the Bond shall be used to perform audits of the Bond, as further described in Section 15.

The proposed uses and amounts described in this Section 3 are estimates only and, with the exception of Section 3F above, are subject, without limitation, to review and revision

EXHIBIT 2: MITIGATION MONITORING AND REPORTING PROGRAM

Adopted Mitigation Measures	MONITORING AND REPORTING PROGRAM Responsibility for Implementation	Schedule	Monitoring/ Reporting Responsibility	Status/Date Completed
MITIGATION MEASURES AGREED TO BY PROJECT SPONSOR				
CULTURAL AND PALEONTOLOGICAL RESOURCES				
Mitigation Measure M-CP-2 Archeology Resources (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. The project sponsor shall retain the services of an archaeological consultant from the rotational Department Qualified Archaeological Consultants List (QACL) maintained by the Planning Department archaeologist. The project sponsor shall contact the Department archeologist to obtain the names and contact information for the next three archeological consultants on the QACL. The archeological consultant shall undertake an archeological testing program as specified herein. In addition, the consultant shall be available to conduct an archeological monitoring and/or data recovery program if required pursuant to this measure. The archeological consultant's work shall be conducted in accordance with this measure at the direction of the Environmental Review Officer (ERO). All plans and reports prepared by the consultant as specified herein shall be submitted first and directly to the ERO for review and comment, and shall be considered draft reports subject to revision until final approval by the ERO. Archeological monitoring and/or data recovery programs required by this measure could suspend construction of the project for up to a maximum of four weeks. At the direction of the ERO, the suspension of construction can be extended beyond four weeks only if such a suspension is the only feasible means to reduce to a less than significant level potential effects on a significant archeological resource as defined in CEQA Guidelines Sect. 15064.5 (a)(c).	Project sponsor/ archeological consultant at the direction of the ERO.	Prior to any soil-disturbing activities on the project site.	Project sponsor to retain a qualified archeological consultant who shall report to the ERO.	Archeological consultant shall be retained prior to any soil-disturbing activities. Date archeological consultant retained: _____

MONITORING AND REPORTING PROGRAM

asures	Responsibility for Implementation	Schedule	Monitoring/ Reporting Responsibility	Status/Date Completed
on discovery of an Native Americans, the n appropriate representative ontacted. The representative ortunity to monitor to consult with ERO of the site, of recovered retative treatment of the l Archaeological Resources of the descendant group.				
cal consultant shall prepare l an archeological testing shall be conducted in hall identify the property that potentially could be testing method to be used, purpose of the line to the extent possible the and to identify and to countered on the site	Project sponsor/ archeological consultant at the direction of the ERO.	Prior to any soil-disturbing activities on the project site.	Archeologist shall prepare and submit draft ATP to the ERO. ATP to be submitted and reviewed by ERO prior to any soil-disturbing activities on the project site.	Date ATP submitted to the ERO: _____ Date ATP approved by the ERO: _____ Date of initial soil disturbing activities: _____
imally include any archeological deposit, feature, burial, or evidence of burial.				

RTING PROGRAM Exhibit 2-2

CASE NO. 2013.0342E
November 15, 2013

Section 6. The Bond Special Election shall be held and conducted and the votes received and canvassed, and the returns made and the results ascertained, determined and declared as provided in this ordinance and in all particulars not recited in this ordinance such election shall be held according to the laws of the State of California (the "State") and the Charter of the City (the "Charter") and any regulations adopted under State law or the Charter, providing for and governing elections in the City, and the polls for such election shall be and remain open during the time required by such laws and regulations.

Section 7. The Bond Special Election is consolidated with the General Election scheduled to be held in the City on Tuesday, June 3, 2014. The voting precincts, polling places and officers of election for the June 3, 2014 General Election are hereby adopted, established, designated and named, respectively, as the voting precincts, polling places and

MONITORING AND REPORTING PROGRAM

on Measures	Responsibility for Implementation	Schedule	Monitoring/ Reporting Responsibility	Status/Date Completed
ting program, the archeological f the findings to the ERO. If based archeological consultant finds that e present, the ERO in consultation termine if additional measures are be undertaken include additional oring, and/or an archeological data recovery shall be undertaken the Planning Department a significant archeological resource adversely affected by the proposed nsor either:	Project sponsor/ archeological consultant at the direction of the ERO.	After completion of the archeological testing program.	Archeological consultant shall submit a report of findings of the ATP to the ERO.	Date archeological findings report submitted to the ERO: _____ ERO determination of significant archeological resource present? Y N Would resource be adversely affected? Y N Additional mitigation to be undertaken by project sponsor? Y N
gned so as to avoid any adverse resource; or				
plemented, unless the ERO ource is of greater interpretive than etive use of the resource is feasible.				

C
EPORTING PROGRAM

Exhibit 2-3

CASE NO. 2013.0342E
November 15, 2013

24 deteriorating cisterns, pipes, and tunnels, and related facilities to ensure firefighters a reliable

25 water supply for fires and disasters; improving and/or replacing neighborhood fire and police

MONITORING AND REPORTING PROGRAM

asures	Responsibility for Implementation	Schedule	Monitoring/ Reporting Responsibility	Status/Date Completed
in consultation with the cheological monitoring IP shall minimally include	Project sponsor/ archeological consultant/ monitor/ contractor(s), at the direction of the ERO.	ERO and archeological consultant shall meet prior to commencement of soil-disturbing activities. If the ERO determines that an AMP is necessary, monitor throughout all soil-disturbing activities at the project site.	Project sponsor/ archeological consultant/monitor/ contractor(s) shall implement the AMP, if required by the ERO.	AMP required? Y N Date: _____ Date AMP submitted to the ERO: _____ Date AMP approved by the ERO: _____ Date AMP implementation complete:: _____ Date written report regarding findings of the AMP received: _____
onsor, and ERO shall meet sonably prior to any commencing. The ERO in ultant shall determine what monitored. In most cases, molition, foundation stallation, foundation work, .), site remediation, etc., shall e of the risk these activities es and to their depositional				
e all project contractors to be of the expected resource(s), pected resource(s), and of apparent discovery of an				
esent on the project site the archeological consultant ltation with project at project construction icant archeological deposits; nd be authorized to collect naterial as warranted for				
untered, all soils-disturbing hall cease. The archeological arily redirect demolition/ ivities and equipment until pile driving activity				

levy provided, levy and collect annually each year until such bonds are paid, or until there is a Board shall, at

sum in the Treasury of said City, or other account held on behalf of the Treasurer of said City, set apart for that purpose to meet all sums coming due for the principal and interest on the bonds, a tax sufficient to pay the annual interest on such bonds as the same becomes due and also such part of the principal thereof as shall become due before the proceeds of a tax levied at the time for making the next general tax levy can be made available for the payment of such principal.

MONITORING AND REPORTING PROGRAM

	Responsibility for Implementation	Schedule	Monitoring/ Reporting Responsibility	Status/Date Completed
s	onitor has cause to an archeological inated until an n made in consultation all immediately notify osit. The archeological ess the identity, archeological deposit, the ERO. e encountered, the t of the findings of the			
	ical data recovery gical data recovery nsor, and ERO shall eparation of a draft ft ADRP to the ERO. ery program will esource is expected to /historical research t data classes the data classes would ry, in general, shall be uld be adversely very methods shall not nondestructive	Archeological consultant at the direction of the ERO.	If there is a determination that an ADRP program is required.	Project sponsor/ archeological consultant/monitor/ contractor(s) shall prepare an ADRP if required by the ERO.

ADRP required?
Y N
Date: _____

Date of scoping meeting for ADRP: _____

Date Draft ARDP submitted to the ERO: _____

financing mechanism that does not involve any commitment to specific projects to be constructed with the funds, it is not a project as defined by CEQA and the CEQA Guidelines. The use of bond proceeds to finance any project or portion of any project with funds for the EFWS Project portion of the Bond will be subject to approval of the Board upon completion of planning and any further required environmental review under CEQA for the individual EFWS projects.

(ii) Critical Firefighting Facilities and Infrastructure. For the reasons set forth in the letter from the Environmental Review Officer of the Planning Department, dated November 25, 2013, a copy of which is on file with the Clerk of the Board in File No. 131190 and incorporated by reference, the Board finds that the bond proposal as it relates to funds for Critical Firefighting Facilities and Infrastructure is not subject to CEQA because as the establishment of a government financing mechanism that does not involve

MONITORING AND REPORTING PROGRAM				
	Responsibility for Implementation	Schedule	Monitoring/ Reporting Responsibility	Status/Date Completed
d				Date ARDP approved by the ERO: _____
H for field				Date ARDP implementation complete: _____
iblic al data				
otect the				
stribution				
ions for ch value, mary of the				
ects. The unerary ply with notification e event of American eritage ant (MLD) ject sponsor, ent for the ociated 5(d)).	Project sponsor/ archeological consultant in consultation with the San Francisco Coroner, NAHC, and MLD.	In the event human remains and/or funerary objects are found.	Project sponsor/ archeological consultant to monitor (through-out all soil disturbing activities) for human remains and asso-ciated/unassociated funerary objects and, if found, contact the San Francisco Coroner, NAHC/MLD.	Human remains and associated/ unassociated funerary objects found? Y N Date: _____

131190 and which is incorporated into this ordinance by this reference. In issuing the FMND the Planning Department determined that the Traffic Company and Forensic Services Division Facility project could not have a significant effect on the environment.

(a) The Board hereby adopts as its own the CEQA findings for the Traffic Company and Forensic Services Division Facility project made by the Planning Department in the FMND.

(b) The Board has reviewed and considered the information contained in the FMND and all other documents referenced in this Ordinance as being on file with the Clerk of the Board in File No. 131190.

(c) The Traffic Company and Forensic Services Division Facility project as reflected in this ordinance is consistent with the project described in the FMND and would not result in any significant impacts not identified in the FMND nor cause significant effects identified in the FMND to be substantially more severe.

(d) In accordance with CEQA, the Board has considered the mitigation measures

ONITORING AND REPORTING PROGRAM

	Schedule	Monitoring/ Reporting Responsibility	Status/Date Completed
			Persons contacted:
			Name: _____
			Date: _____
			Name: _____
			Date: _____
	After completion of archeological data recovery, inventory, analysis, and interpretation.	Project sponsor/ archeological consultant.	Following completion of soil disturbing activities at the site. Considered complete upon distribution of the Final FARR. Date Draft FARR submitted to ERO: _____
			Date FARR approved by ERO: _____
			Date of distribution of Final FARR: _____
			Date of submittal of Final FARR to information center: _____

CASE NO. 2013.0342E
November 15, 2013

construction hours and operational traffic would be reduced to a less than significant level as described in the FMND.

MONITORING AND REPORTING PROGRAM

Responsibility for Implementation	Schedule	Monitoring/ Reporting Responsibility	Status/Date Completed
ponsor/ (s)	Prior to issuance of a permit specified in Section 106A.3.2.6 of the Francisco Building Code.	Project sponsor/ contractor(s) to submit EMP; ERO to approve EMP and ensure implementation.	Considered complete on finding by ERO that Plan is complete. Date EMP approved by the ERO:

neet this requirement; therefore, a VDECS would not be required.

be applied only for such specific purpose. The City will comply with the requirements of Sections 53410(c) and 53410(d) of the California Government Code.

Section 15. The Bonds are subject to, and incorporate by reference, the applicable provisions of Administrative Code Sections 5.30 – 5.36 (the "Citizens' General Obligation Bond Oversight Committee"). Under Section 5.31 of the Citizens' General Obligation Bond Oversight Committee, to the extent permitted by law, one-tenth of one percent (0.1%) of the

MONITORING AND REPORTING PROGRAM

Responsibility for Implementation	Schedule	Monitoring/ Reporting Responsibility	Status/Date Completed

evidence to
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requirements
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Alternative 2
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Exhibit 2-9

CASE NO. 2013.0342E
November 15, 2013

interest on such bonds and providing for the levy and collection of taxes to pay both principal and interest; prescribing notice to be given of such election; finding that a portion of the proposed bond is not a project under the California Environmental Quality Act (CEQA) and adopting findings under CEQA for the remaining portion of the proposed bond; finding that the proposed bond is in conformity with the eight priority policies of Planning Code, Section 101.1(b), and is consistent with the General Plan; consolidating the special election with the general election; establishing the election precincts, voting places and officers for the election; waiving the word limitation on ballot propositions imposed by Municipal Elections Code, Section 510; complying with the restrictions on the use of bond proceeds specified in Section 53410 of the California Government Code; incorporating the provisions of the Administrative Code, Section 5.30-5.36; and waiving the time requirements specified in Administrative Code, Section 2.34.

Existing Law

General Obligation Bonds of the City and County of San Francisco may be issued only with the assent of two-thirds of the voters voting on the proposition.

Ballot Proposition

This ordinance authorizes the following ballot proposition to be placed on the June 3, 2014 ballot:

MONITORING AND REPORTING PROGRAM				
	Responsibility for Implementation	Schedule	Monitoring/ Reporting Responsibility	Status/Date Completed
ures				
time for off-road and on- *wo minutes*, except as e regulations regarding egible and visible signs sh, Spanish, Chinese) in ction site to remind				
uction operators properly with manufacturer				
ruction timeline by phase equipment required for nt descriptions and o: equipment type, ication number, engine , horsepower, engine serial of operation.				
l number, make, model, vel, and installation date For off-road equipment ate the type of alternative				
for review by any persons ed at the perimeter of the d basic requirements of the n. The project sponsor shall e public as requested.				

medical examiner facilities with earthquake-safe buildings and to pay related

shall the City and County of San Francisco issue $400,000,000 in general obligation bonds, subject to citizen oversight and regular audits?

The ordinance fixes the maximum rate of interest on the Bonds, and provides for a levy and a collection of taxes to repay both the principal and interest on the Bonds. The ordinance also describes the manner in which the Bond Special Election will be held, and the ordinance provides for compliance with applicable state and local laws.

Background Information

The Board of Supervisors found that the amount of specified for this project is and will be too great to be paid out of the ordinary annual income and revenue of the City, and will require expenditures greater than the amount allowed therefor by the annual tax levy.

MONITORING AND REPORTING PROGRAM

ures	Responsibility for Implementation	Schedule	Monitoring/ Reporting Responsibility	Status/Date Completed
the ERO indicating ed during each phase n, for off-road equipment ual amounts of alternative	Project Sponsor/ contractor(s)	Monthly during construction.	ERO to receive reports.	Considered complete on findings by ERO that Plan is being/ has been implemented. Date plan deemed implemented by ERO: _____
on activities, the project umarizing construction nd end dates and se, the report shall ddition, for off-road include the actual	Project Sponsor/ contractor(s)	Within six months of completion of construction activities.	ERO to receive reports.	Date report submitted to ERO: _____
. Prior to the ct sponsor must certify requirements of the Plan .	Project Sponsor/ contractor(s)	Prior to construction activities requiring the use of off-road equipment	ERO to receive certification statement.	Considered complete on submittal of certification statement. Date certification statement submitted to ERO: _____

13-1189 General Obligation Bonds – Earthquake Safety and Emergency Response..... 1

MONITORING AND REPORTING PROGRAM

on Measures	Responsibility for Implementation	Schedule	Monitoring/ Reporting Responsibility	Status/Date Completed
able Control Technology (BACT)				
hat: (1) meet Tier 4 Final or Tier 4 ier 2 emission standards and are s Board (CARB) Level 3 Verified CS).	Project Sponsor and contractor	Prior to issuance of any building permit.	Planning Department/ Department of Building Inspection (DBI)	Considered complete at completion of building construction.
tation Demand Management				
ne parking shortfall and encourage or should develop and implement ("TDM") Plan designed to reduce crease the use of rideshare, transit, from the Proposed Project. The s as the following to reduce single late modes of travel:	Project sponsor / San Francisco Police Department (SFPD)	After project construction.	SFPD; SFPD to provide contact name and number to Planning Department and San Francisco Municipal Transportation Agency	Ongoing in compliance with adopted TDM Plan.
are developed along the Evans roiding conflicts with private cars east side of the property); e and Cesar Chavez Street bike				
icycle parking include signage ties; on the first level of the parking deck)				
would be responsible for conducting pool/ridematch services, and				
nd visitors on transit options and e purchased; and SD and TC employees purchasing				

Traffic Division facility, and for $65 million for a new 45,000

renovated or the scope or specific work that would be completed for each station or project.

Fiscal Impacts

- The $165,000,000 cost for the Police Department's Traffic Company and Forensic Services Facility includes $16,200,000 to purchase the site at 1995 Evans Avenue and includes potential expansion to accommodate growth of the Police Department's staff over the next 15-20 years. The Capital Planning Committee is working to identify such potential additional operating costs, which would be included in the City's Five Year Financial Plan.
- The $165,000,000 cost for the Police Department's Traffic and Forensics facility does not include $11.9 million and the $65,000,000 cost for the Medical Examiner facility does not include $10.7 million for the costs for furniture, fixtures or equipment, which cannot be paid from the proposed GO bond. The additional furniture, fixtures and equipment costs will likely need to be funded with General Fund monies, subject to future appropriation approval by the Board of Supervisors.

;ation Measures	MONITORING AND REPORTING PROGRAM Responsibility for Implementation	Schedule	Monitoring/ Reporting Responsibility	Status/Date Completed
to those set of citywide commuter es that allow them to reduce their ısit, bicycling, vanpooling, and				
ruction Measures				
)PW) should require the following of	SFDPW and construction contractor.	During construction.	SFDPW to require construction contractor to follow construction measures to mitigate traffic.	During construction.
d be prohibited from scheduling any xers, heavy construction equipment, the construction sites during the a.m. 0 to 6:00 p.m.) peak commute periods.				
ld adhere to the provisions in the ıse addressing sidewalk and lane tion impacts on nearby businesses and lert motorists, bicyclists, and nearby construction through its existing ans, such as distribution of flyers, r informational signs. Information ct name(s) for the SFMTA project fficer, and/or the SFMTA General ıumber (311).				
d encourage construction workers to sit to the construction site in order to				

)/TC
) REPORTING PROGRAM

CASE NO. 2013.0342E
November 15, 2013

Exhibit 2-13

accordance with the City's Ten-Year Capital Plan, there is likely to be another ESER General Obligation bond measure submitted to the San Francisco voters.

MONITORING AND REPORTING PROGRAM

Adopted Mitigation Measures	Responsibility for Implementation	Schedule	Monitoring/ Reporting Responsibility	Status/Date Completed
sure I-TR-3: Queue Abatement nt measure to reduce the potential for queuing of vehicles ect site, the SFFD should ensure that recurring vehicle ur on Evans Avenue or Toland Street adjacent to the site. ; defined as one or more vehicles (destined to the parking any portion of the Evans Avenue or Toland Street lanes on Evans Avenue or Toland Street travel lane for od of three minutes or longer on a daily and/or weekly rector, or his or her designee, suspects that a recurring the Planning Department should notify the SFFD in quest, the SFFD should hire a qualified transportation uate the conditions at the site for no less than seven days. ould prepare a monitoring report to be submitted to the nent for review. If the Planning Department determines ueue does exist, the SFFD should abate the queue within date of the written determination.	Planning Department, SFFD, and project sponsor / consultant	Upon suspecting a recurring vehicle queue during project operation.	Planning Department to notify project sponsor / SFFD to prepare a monitoring report.	Ongoing following occupancy of facilities. Date monitoring report submitted to ERO:

ENUE / SFFD FSD/TC
ONITORING AND REPORTING PROGRAM

Exhibit 2-14

CASE NO. 2013.0342E
November 15, 2013

Neighborhood Fire Stations $64,000,000 +

Public Safety Building	239,000,000
DPW Subtotal	$303,000,000
Auxiliary Water Supply System (AWSS)[2]	$34,400,000
Firefighting Cisterns	36,000,000
Firefighting Pipes and Tunnels	32,000,000
PUC Subtotal	102,400,000
Oversight and Cost of Bond Issuance	6,900,000
Total ESER Budget	$412,300,000
Source: San Francisco Department of Public Works	

The Fire Stations and the new Public Safety Building projects totaling $303,300,000 are being

Wong, Linda (BOS)

From: Ngan, Sandy [Sandy.Ngan@sfdpw.org]
Sent: Tuesday, January 14, 2014 10:19 AM
To: Wong, Linda (BOS); Young, Victor
Cc: Maglaque, Sheila B.; Higueras, Charles; Roux, Kenneth
Subject: RE: Mayor - Ordinance - Earthquake Safety and Emergency Response General Obligation Bond Election
Attachments: Agreement to Implement_BDC-PM13093011020.pdf

Linda and Victor,

Thanks for the meeting this morning. Per our discussion, attached is the Agreement to Implement (it has a signature) that should be kept in the same file as the MMRP for the Traffic Company & Forensics Services Division component of the ESER II Bond. With this, I believe we are good on the rest.

Please feel free to give me a call if you have any additional questions about the ESER 2014 Bond.

Thanks,
SANDY NGAN
REGULATORY AFFAIRS
DEPARTMENT OF PUBLIC WORKS
INFRASTRUCTURE DESIGN & CONSTRUCTION
30 Van Ness Ave., 5th Floor
San Francisco, CA 94102
T | (415) 558-4092
E | Sandy.Ngan@sfdpw.org

From: Filice, Frank
Sent: Monday, January 13, 2014 12:56 PM
To: Wong, Linda; Ngan, Sandy
Cc: Maglaque, Sheila B.; Higueras, Charles; Roux, Kenneth
Subject: FW: Mayor - Ordinance - Earthquake Safety and Emergency Response General Obligation Bond Election
Importance: High

Sandy please connect with Linda Wong at the Clerk of The Board office to review the Board legislation and point out how each of the attached documents fits into the bond legislation. Linda office is at room 244 City Hall. This is a straight forward exercise.

Frank V. Filice
Manager of Regulatory Affairs
San Francisco Department of Public Works
Infrastructure Design & Construction
30 Van Ness Ave 5th Floor
415.558.4011 (Phone)
415.558.4519 (fax)
frank.filice@sfdpw.org

Project Description	Total Project Budget	First Bond Sale and Appropriation	Second Bond Sale and Appropriation	Third Bond Sale and Appropriation	Fourth Bond Sales and Appropriation	Total
Public Safety Building	$239,000,000	$63,096,285	$164,120,973	0	0	$227,217,258
Fire Stations	64,000,000	7,148,344	17,616,196	0	5,765,572	30,530,112
Auxiliary Water Supply System	102,400,000	8,396,928	0	37,999,848	25,000,000	71,396,776
Oversight/ Issuance	6,900,000	878,443	1,592,831	265,152	254,428	2,990,854
ESER Budget	**$412,300,000**	**$79,520,000**	**$183,330,000**	**$38,265,000**	**$31,020,000**	**$332,135,000**

Source: San Francisco Department of Public Works

The single largest project under the current ESER General Obligation Bonds is the construction of a new $239,000,000 Public Safety Building, on City-owned land on Third Street between China Basin and Mission Rock in the Mission Bay Area, which will include (a) a new Police Headquarters and a new Southern District Police Station, which are both currently located in the Hall of Justice and (b) a new Mission Bay Fire Station. Construction began in January of 2012 and is anticipated to be completed during the summer of 2014, with a move-in date of November of 2014.

In addition, $64 million of the current ESER Bonds are being used to complete improvements on 23 Fire Stations located throughout the City, including (a) replacement of two stations (Station 5 in Western Addition and Station 16 in Cow Hollow), (b) comprehensive renovations at two stations (Station 36 at 109 Oak Street and Station 44 at 129 Grand Street), seismic work at four stations, installation of emergency backup generators at five stations and more limited, focused scope replacement and reconstruction work at the remaining stations. All of these projects are anticipated to be completed by 2016.

SAN FRANCISCO
PLANNING DEPARTMENT

Agreement to Implement Mitigation Measures

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

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

Case No.:	**2013.0342E**
Project Title:	**1995 Evans Avenue / San Francisco Police Department (SFPD) Forensic Service Division (FSD) & Traffic Company (TC)**
Zoning:	Industrial Use District PDR-2: Core Production, Distribution, and Repair – Bayview 80-E Height and Bulk District
Block/Lot:	Block 5231 / Lots 002B, 004, 005 and 006
Lot Size:	96,000 square feet
Project Sponsor:	San Francisco Police Department
Contact:	Magdalena Ryor, San Francisco Department of Public Works
Lead Agency:	San Francisco Planning Department
Staff Contact:	Elizabeth Purl– (415) 575-9028 elizabeth.purl@sfgov.org

MITIGATION MEASURES

The project sponsor has agreed to implement the following mitigation measures.

Mitigation Measure M-CP-2: Archeology Resources (Testing)

tanks (Ashbury and Jones) and the Twin Peaks Reservoir, and more limited repairs to the 135 miles of high-pressure underground connecting pipes. These projects are expected to be completed by 2018.

In addition to the above-described previously authorized 2010 $412,300,000 ESER General Obligation Bond, the City's 2014-2023 Ten-Year Capital Plan, approved by the Board of Supervisors in April of 2013 (File 13-0228), identifies the need for a 2014 ESER $428 million GO Bond. This $428 million bond includes (a) $70 million for additional Fire Stations, (b) $70 million for additional AWSS improvements, (c) $30 million for Police Stations, (d) $165 million for a new Police Department Forensic Services and Traffic Division facility, (e) $65 million for a new Medical Examiner facility, and (f) $28 million to seismically improve or relocate the City's Animal Shelter. According to Mr. Brian Strong, Director of the Capital Planning Program, the $28 million to seismically improve or relocate the City's Animal Shelter was removed from the $428 million ESER Bond proposal, resulting in a need for $400 million bond, because more time was needed to fully evaluate the needs for the facility, estimated detailed costs and to obtain CEQA certification and clearances.

DETAILS OF PROPOSED LEGISLATION

File 13-1190: The proposed ordinance would call and provide for a special election to be held in San Francisco on June 3, 2014 in order to submit to San Francisco voters a proposition to incur $400,000,000 of General Obligation bonded indebtedness to finance the construction, acquisition, improvement and seismic retrofitting of Neighborhood Fire and Police Stations, the Emergency Firefighting Water System, seismically secure facilities for the Medical Examiner, the Police Department's Traffic Company and the Police Department's Forensic Services Division and other critical infrastructure and facilities.

Consultation with Descendant Communities: On discovery of an archeological site1 associated with descendant Native Americans, the Overseas Chinese, or other descendant group an appropriate representative of the descendant group and the ERO shall be contacted. The representative of the descendant group shall be given the opportunity to monitor archeological field investigations of the site and to consult with 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.

Archeological Testing Program: The archeological consultant shall prepare and submit to the ERO for review and approval an archeological testing plan (ATP). The archeological testing program

In addition, both the proposed ordinance (File 13-1190) and proposed resolution (File 13-1189):

- find that the estimated cost of the proposed capital improvement projects are too great to be paid out of the ordinary annual income and revenue of the City and County of San Francisco and will therefore require expenditures greater than the amount allowed in the existing annual tax levy;
- fix the maximum rate of interest on the bonds and provide for the levy and collection of property taxes to pay both the principal and interest on the bonds;

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

and Infrastructure are not subject to CEQA because the proposed legislation only establishes a proposed government financing mechanism which would enable potential projects to be constructed with these funds. However the proposed ordinance states that, upon completion of the necessary planning, any further required environmental review under CEQA for such individual projects would be required and subject to approval by the Board of Supervisors;

- Planning Department's determination on May 30, 2013 finds that the Medial Examiner Facility is categorically exempt, as an infill development project;
- Planning Department's November 18, 2013 Final Mitigated Negative Declaration for the Traffic Company and Forensic Services Division Facility finds that this project would not have a significant effect on the environment with the mitigation measures, monitoring and reporting program to be imposed as conditions on the implementation of this project approved by this ordinance.

Approval of the proposed $400,000,000 of General Obligation Bond (GO Bond) would require approval by two-thirds of San Francisco voters. The use of GO Bond proceeds to finance any project or portion of any project would also be subject to future appropriation approval by the Board of Supervisors, subsequent to completion of planning and any further required environmental review under CEQA for individual projects.

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

Human Remains and 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 applicable State and Federal laws. This shall include immediate notification of the Coroner of the City and County of San Francisco and in the event of the Coroner's determination that the human remains are Native American remains, notification of the California State Native American Heritage Commission (NAHC) who shall appoint a Most Likely Descendant (MLD) (Pub. Res. Code Sec. 5097.98). The archeological consultant, project sponsor, and MLD shall make all reasonable efforts to develop an agreement for the treatment of, with appropriate dignity, human remains and associated or unassociated funerary objects (CEQA Guidelines. Sec. 15064.5(d)). The agreement shall take into consideration the appropriate excavation, removal, recordation, analysis, custodianship, curation, and final disposition of the human remains and associated or unassociated funerary objects.

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.

Francisco voters in June of 2014, Ms. Nadia Sesay, Director of the Office of Public Finance anticipates that these bonds would be sold in four issuances between 2015 and 2021, as shown in Attachment II. According to Ms. Sesay, the $400,000,000 of ESER General Obligation Bonds are projected to have an annual interest rate of 6.0 percent over approximately 20 years, with annual debt service payments extending from 2015 through 2040, depending on the issuance. Overall, these bonds will result in estimated total debt service payments of $688,978,400, including $288,978,400 in interest and $400,000,000 in principal, with estimated average annual debt service payments of $26,499,169.

Repayment of such annual debt service will be recovered through increases to the annual Property Tax rate. As summarized in Attachment II, a single family residence with an assessed value of $500,000, assuming a homeowners exemption of $7,000, would pay average annual additional Property Taxes to the City of $48.06 per year to cover the debt service on the proposed $400,000,000 ESER General Obligation Bonds. As shown in Attachment II, the actual amount of additional Property Taxes for such a homeowner from the proposed $400 million bond would range from $3.28 to $74.53 per year.

interest in or the high interpretive value of the resource, the ERO may require a different final report content, format, and distribution than that presented above.

Mitigation Measure M-AQ-2: Construction Emissions Minimization

Construction Emissions Minimization Plan. Prior to issuance of a construction permit, the project sponsor shall submit a Construction Emissions Minimization Plan (EMP) to the Environmental Review Officer (ERO) for review and approval by an Environmental Planning Air Quality Specialist. The EMP shall detail project compliance with the following requirements:

1. All off-road equipment greater than 25 horsepower and operating for more than 20 total hours over the entire duration of construction activities shall meet the following requirements:

   a) Where access to alternative sources of power are available, portable diesel engines shall be prohibited;

   b) All off-road equipment shall have:

      - Engines that meet or exceed either United States Environmental Protection Agency (USEPA) or California Air Resources Board (CARB) Tier 2 off-road emissions standards; and
      - Engines that are retrofitted with a CARB Level 3 Verified Diesel Emissions Control Strategy (VDECS).[2]

   c) Exceptions:

      - Exceptions to A(1)(a) *may* be granted if the project sponsor has submitted information providing evidence to the satisfaction of the ERO that an alternative source of power is limited or infeasible at the project site and that the requirements of this exception provision apply. Under this circumstance, the sponsor shall submit documentation of compliance with A(1)(b) for onsite power generation.
      - Exceptions to A(1)(b)(ii) *may* be granted if the project sponsor has submitted information providing evidence to the satisfaction of the ERO that a particular

However, a review of the 2010 ESER bond indicates that the voter information pamphlet did not report to the voters that there were anticipated to be additional ESER General Obligation bond measures to further improve San Francisco's public safety facilities. While the City's Ten-Year Capital Plan are public documents, for full disclosure and transparency purposes, if the

- If an exception is granted pursuant to A(1)(c)(ii), the project sponsor shall provide the next cleanest piece of off-road equipment as provided by the step down schedules shown in the table below.

OFF-ROAD EQUIPMENT COMPLIANCE STEP-DOWN SCHEDULE

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

*Alternative fuels are not VDECs

HOW TO USE THIS TABLE:
If the requirements of (A)(1)(b) cannot be met, then the project sponsor would need to meet Compliance Alternative 1. Shall the project sponsor not be able to supply off-road equipment meeting Compliance Alternative 1, then Compliance Alternative 2 would need to be met. Shall the project sponsor not be able to supply off-road equipment meeting Compliance Alternative 2, then Compliance Alternative 3 would need to be met.

2. The project sponsor shall require the idling time for off-road and on-road equipment be limited to no more than *two minutes*, except as provided in exceptions to the applicable state regulations regarding idling for off-road and on-road equipment. Legible and visible signs shall be posted in multiple languages (English, Spanish, Chinese) in designated queuing areas and at the construction site to remind operators of the *two minute* idling limit.

3. The project sponsor shall require that construction operators properly maintain and tune equipment in accordance with manufacturer specifications.

4. The EMP shall include estimates of the construction timeline by phase with a description of each piece of off-road equipment required for every construction phase. Off-road equipment descriptions and information may include, but is not limited to: equipment type, equipment manufacturer, equipment identification number, engine model year,

20	SITE IMPROVEMENTS				
21	SITE MECHANICAL UTILITIES	0.46%	287,600	$ 2.62	
22	SITE ELECTRICAL UTILITIES	0.27%	167,760	$ 1.53	
23	OTHER SITE CONSTRUCTION	0.96%	596,550	$ 5.44	
24	PARKING STRUCTURE	10.37%	6,435,657	$ 58.68	
	TOTAL DIRECT CONSTRUCTION COSTS	**100.0%**	**62,057,479**	**$ 565.79**	
	GC CONSTRUCTION CONTIGENCY	3.00%	1,861,724		
	DESIGN CONTINGENCY	15.00%	9,587,881		
	ESCALATION	20.00%	14,701,417		midpoint - June 18, 2018
	Subtotal		**26,151,022**		
	DIRECT COSTS ESCALATED		**88,208,501**		
	JOBSITE MANAGEMENT	7.00%	6,174,595		$246,984/month; 25 months
	INSURANCE + BONDING	2.50%	2,359,577		
	FEE	3.00%	2,831,493		CM/GC
	CONSTRUCTION CONTINGENCY	10.00%	6,205,748		% of construction direct cost
	CM/GC CONTINGENCY	2.00%	1,241,150		% of construction direct cost
	ART ENRICHMENT	2.00%	1,241,150		% of construction direct cost
	Subtotal		**20,053,712**		
	TOTAL CONSTRUCTION COSTS		**108,262,213**		
	PROJECT CONTROL				
	Client Department Services	0.50%	541,311		
	DPW Project Management	4.00%	4,330,489		
	City Administrative Services	0.75%	811,967		
	Regulatory Agency Approvals	2.25%	2,435,900		
	A/E Services	12.50%	13,532,777		
	Environmental Services	1.00%	1,082,622		
	CM Services	9.00%	9,743,599		
	Geotech, Surveys, & Data Collection	0.25%	270,656		

Reporting. Monthly reports shall be submitted to the ERO indicating the construction phase and off-road equipment used during each phase including information required in A(4). In addition, for off-road equipment using alternative fuels, reporting shall include actual amounts of alternative fuel used.

Within six months of completion of construction activities, the project sponsor shall submit a final report summarizing construction activities to the ERO. The final report shall indicate the start and end dates and duration of each construction phase. For each phase, the report shall include detailed information required in A(4). In addition, for off-road equipment using alternative fuels, reporting shall include the actual amount of alternative fuel used.

Certification Statement and On-site Requirements. Prior to the commencement of construction activities, the project sponsor must certify: (1) compliance with the EMP, and (2) that all applicable requirements of the EMP have been incorporated into contract specifications.

Mitigation Measure M-AQ-4: Best Available Control Technology (BACT) for Diesel Generators

All diesel generators shall have engines that: (1) meet Tier 4 Final or Tier 4 Interim emission standards, or (2) meet Tier 2 emission standards and are equipped with a California Air Resources Board (CARB) Level 3 Verified Diesel Emissions Control Strategy (VDECS).

IMPROVEMENT MEASURES

The project sponsor has agreed to implement the following improvement measures.

Improvement Measure I-TR-1: Transportation Demand Management

As an improvement measure to reduce the parking shortfall and encourage use of alternate modes, the project sponsor should develop and implement a Transportation Demand Management ("TDM") Plan designed to reduce use of single-occupant vehicles and to improve the

2014 Earthquake Safety and Emergency Response Bond: **Safeguarding San Francisco**

Not a project per CEQA Guidelines Section 15378(b)(4) - the creation of government funding mechanisms which do not involve any commitment to any specific project which may result in a significant physical impact on the environment.

- Require a TDM contact person who would be responsible for conducting employee surveys, coordinating carpool/ridematch services, and conducting annual TDM events;
- Provide information to employees and visitors on transit options and locations where transit passes can be purchased; and
- Require a transit pass subsidy for FSD and TC employees purchasing transit passes.

These measures would be in addition to those set of citywide commuter benefits provided to all City employees that allow them to reduce their monthly commuting expenses for transit, bicycling, vanpooling, and parking.

Improvement Measure I-TR-2: Construction Measures

The Department of Public Works (SFDPW) should require the following of the construction contractor:

1. Construction contractors should be prohibited from scheduling any truck trips, such as concrete mixers, heavy construction equipment, and materials delivery, etc., to the construction sites during the a.m. (7:00 to 9:00 a.m.) and p.m. (4:00 to 6:00 p.m.) peak commute periods.

2. All construction activities should adhere to the provisions in the City's Blue Book, including those addressing sidewalk and lane closures. To minimize construction impacts on nearby businesses and residents, the SFMTA should alert motorists, bicyclists, and nearby property owners of upcoming construction through its existing website and other available means, such as distribution of flyers, emails, and portable message or informational signs. Information provided should include contact name(s) for the SFMTA project manager, public information officer, and/or the SFMTA General Enforcement Division contact number (311).

3. Construction contractors should encourage construction workers to use carpooling and public transit to the construction site in order to minimize parking demand.

[redacted]

- strengthening
- repair, replace and improve the most vulnerable components of the emergency firefighting water system pipe and tunnel network to withstand a major earthquake
- address safety and seismic reliability concerns at the core facilities

Seismically upgrade district police stations

- rehabilitate and seismically upgrade selected police district stations throughout the City
- address a broad range of deficiencies, beginning the renovation and/or the replacement of up to nine of the ten district stations

programs	
Neighborhood Fire Stations	$70
Emergency Firefighting Water System	$70
District Police Stations	$30
Traffic Company and Forensic Services Facilities	$165
Office of Chief Medical Examiner	$65
Total	**$400**

queue does exist, the SFPD should abate the queue within 90 days from the date of the written determination.

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

Property Owner or Legal Agent Signature

Date 9/30/13

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

The *San Francisco General Plan*, which provides general policies and objectives to guide land use decisions, contains some policies that relate to physical environmental issues. The proposed project would not conflict with any such policy. The project site is located within the Core Production, Distribution, and Repair (PDR-2) zoning district and a 65-J Height and Bulk district in the Bayview neighborhood. The proposed use is permitted with a Conditional Use authorization from the Planning Commission per Section 227(d) of the San Francisco *Planning Code* (*Planning Code*) which would authorize establishment of a nonindustrial Public Use within the district. At approximately 30 feet in height, the proposed building would comply with the 65-J height and bulk district.

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

The approximately 1.1-acre (46,980 sf) project site is located within a fully developed area of San Francisco. The surrounding uses include warehouses, light industrial, parking, offices, and residential uses. The proposed project, therefore, would be properly characterized as in-fill development of less than five (5) acres, completely surrounded by urban uses.

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

The project site is within a developed urban area and occupied by existing development, with minimal landscaping, including hedges, ground cover, and street trees. Thus, the project site has no value as habitat for rare, threatened, or endangered species.

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

1. **Critical Firefighting Facilities and Infrastructure:** seismic retrofit of 42 facilities throughout the city to be determined through consultation; no specific projects identified.
2. **Emergency Firefighting Water System:** construct additional cisterns, improve Emergency Firefighting Water system pipe and tunnel network; no specific projects identified.
3. **Police Facilities and Infrastructure:** address highest priority needs at its 9 district stations and related facilities ie, academy, stables and shooting range; no specific projects identified.
4. **Medical Examiner Facility:** major building alteration to reuse existing structure at 1 [illegible]

significant impact. An unmet demand of 64 parking spaces associated with the project would not have a substantial adverse impact on overall parking conditions in the vicinity. Parking conditions are not static, as parking supply and demand varies from day to day, from day to night, from month to month, etc. Hence, the availability of parking spaces (or lack thereof) is not a permanent physical condition, but changes over time as people change their modes and patterns of travel.

Further, to the extent that lack of parking encourages people to switch mode, the resulting shifts to transit service would be in keeping with the City's "Transit First" policy and numerous San Francisco General Plan Policies. The City's Transit First Policy, established in the City's Charter Article 8A, Section 8A.115, provides that "parking policies for areas well served by public transit shall be designed to encourage travel by public transportation and alternative transportation." As discussed below, the project area is well-served by local public transit (Muni lines 19 Polk and 44 O'Shaughnessy) and bike routes (5, 7, 68, and 70), which provide alternatives to auto travel.

There may be secondary physical environmental impacts, such as increased traffic congestion at intersections, air quality impacts, safety impacts, or noise impacts caused by congestion. The transportation analysis accounts for potential secondary effects, such as cars circling and looking for a parking space in areas of limited parking supply, by assuming that all drivers would attempt to find parking at or near the project site and then seek parking farther away if convenient parking is unavailable. The secondary effects of drivers searching for parking is typically offset by a reduction in vehicle trips due to others who are aware of constrained parking conditions in a given area and thus, choose to reach their destination by other modes (i.e., walking, biking, transit, taxi). If this occurs, any secondary environmental impacts which may result from a shortfall in parking in the vicinity of the proposed project would be minor, and the traffic assignments used in the transportation analysis as well as in the associated air quality, pedestrian safety, and noise analyses, reasonably addresses potential secondary effects.

Transit, Bicycles, and Pedestrians. The 19 Polk and 44 O'Shaughnessy Muni lines run on Evans Avenue approximately 800 feet south of the project site. No other transit lines are located near the project site. A dedicated bicycle lane runs along Evans Avenue which connects to a shared bicycle route (Route 5) running along 3rd Street to the east of the project site. In addition, bicycle routes 7, 68, and 70 are also located near the project site. Pedestrian circulation is served by built sidewalks and painted crosswalks in the surrounding area. The proposed change of use from office/warehouse to public use for the Office of the Chief Medical Examiner would not generate substantial additional trips and thus, would not

OVERALL GOAL – The purpose of the Community Safety Element is to facilitate community resilience and reduce future loss of life, injuries, property loss, environmental damage, and social and economic disruption from natural or technological disasters.

OBJECTIVE 1
REDUCE STRUCTURAL AND NONSTRUCTURAL HAZARDS TO LIFE SAFETY AND MINIMIZE PROPERTY DAMAGE RESULTING FROM FUTURE DISASTERS

review and subsequent compliance of the proposed project with its recommendations would therefore help minimize traffic effects due to any temporary lane closures during project construction. The project construction truck traffic would result in a temporary decrease in the capacities of local streets in the project area due to the slower movement and larger turning radii of project-related construction trucks. Due to its temporary nature and limited duration, project-related construction impacts on traffic would not be considered significant.

Noise. An approximate doubling of traffic volumes in the project area would be necessary to produce an increase in ambient noise levels noticeable to most people. As described above, the proposed project would not cause a doubling in traffic volumes. The project's marginal increase to the existing traffic volumes (see Traffic, p.4), would not cause a noticeable increase in the ambient noise level in the project vicinity. The noise generated by the proposed new use would be considered common and generally acceptable in an urban area, and would not be considered a significant impact.

During project construction, all diesel and gasoline-powered engines would be equipped with noise-arresting mufflers. Delivery truck trips and construction equipment would generate noise that that may be considered an annoyance by occupants of nearby properties. Construction noise is regulated by the San Francisco Noise Ordinance (Article 29 of the City Police Code). Section 2907 of the Police Code requires that noise levels from individual pieces of construction equipment, other than impact tools, not

Comment: If the proposed General Obligation Bond is approved, individual projects that receive funding to seismically strengthen or retrofit a landmark or building of historic significance should be incorporate measures to preserve existing historic design features and elements as well as to take measures to increase the building's chances of surviving future earthquakes.

POLICY 1.18
Identify and replace vulnerable infrastructure and critical service lifelines in high-risk areas.
The Critical Firefighting Facilities and Infrastructure component of the bond proposes seismic retrofit of facilities to be determined through consultation.

POLICY 1.21
Ensure plans are in place to support populations most at risk during breaks in lifelines.
The proposed bond supports upgrading the City's aging infrastructure and enhance emergency response for the highest level of health, safety and welfare achievable for all San Franciscans

POLICY 1.25
Prepare for medical emergencies and pandemics
All of five components of the 2014 ESER Bond Program propose repairs and improvements that will allow San Francisco to more quickly and effectively respond to a major earthquake or other disaster.

OBJECTIVE 2
BE PREPARED FOR THE ONSET OF DISASTER BY PROVIDING PUBLIC EDUCATION AND TRAINING ABOUT EARTHQUAKES AND OTHER NATURAL AND MAN-MADE DISASTERS, BY READYING THE CITY'S INFRASTRUCTURE, AND BY ENSURING THE NECESSARY COORDINATION IS IN PLACE FOR AREADY RESPONSE.
Most earthquake-related deaths and injuries will result from the failure of buildings and other structures as a result of shaking or ground failure. Damage to structures results in substantial economic losses and severe social, cultural and economic dislocations. In addition to the characteristics of the earthquake and of the site, a structure's performance will depend on structural type, materials, design, age and quality of construction and maintenance. The hazards posed by buildings and other structures can be reduced by assuring that new structures incorporate the latest engineering knowledge, by learning more about the risks posed by older structures and developing plans to reduce those risks, and by including a consideration of natural hazards in all land use, infrastructure, and public capital improvement planning.

Both technical and financial resources are needed to repair and retrofit City-owned structures. The City shall utilize its capabilities to assess hazards and to create and implement bond and other funding

pollutants because they are regulated by developing specific public health and welfare based [illegible]

the basis for setting permissible levels. The Bay Area Air Quality Management District (BAAQMD) has established thresholds of significance to determine if projects would violate an air quality standard, contribute substantially to an air quality violation, or result in a cumulatively considerable net increase in criteria air pollutants within the San Francisco Bay Area Air Basin. To assist lead agencies, the BAAQMD, in their CEQA Air Quality Guidelines (May 2011), has developed screening criteria. If a proposed project meets the screening criteria, then the project would result in less-than-significant criteria air pollutant impacts. A project that exceeds the screening criteria may require a detailed air quality assessment to determine whether criteria air pollutant emissions would exceed significance thresholds. The proposed project would not exceed criteria air pollutant screening levels for operation or construction.[1]

POLICY 2.14

Support the Emergency Operations Center, and continue maintenance of alternative operations centers in the case of an emergency.

All of five components of the 2014 ESER Bond Program propose repairs and improvements that will allow San Francisco to more quickly and effectively respond to a major earthquake or other disaster.

POLICY 2.19

Seek funding for preparedness projects.

All of five components of the 2014 ESER Bond Program propose repairs and improvements that will allow San Francisco to more quickly and effectively respond to a major earthquake or other disaster.

COMMUNITY FACILITIES ELEMENT - POLICE FACILITIES

OVERALL GOAL - The purpose of the Police Facilities Section of the Community Facilities Element is to establish objective, policies, and criteria, for meeting San Francisco's long-range police facility requirements. The objectives address broad goals as they relate to the distribution, location, design and use of police facilities.

OBJECTIVE 1

DISTRIBUTE, LOCATE, AND DESIGN POLICE FACILITIES IN A MANNER THAT WILL ENHANCE THE EFFECTIVE, EFFICIENT AND RESPONSIVE PERFORMANCE OF POLICE FUNCTIONS.

POLICY 1.2

Provide the number of district stations that balance service effectiveness with community desires for neighborhood police facilities.

The Police and Facilities and Infrastructure component of the ESER bond proposes to address highest priority needs at its 9 district stations and related facilities ie, academy, stables and shooting range.

POLICY 1.4

Distribute, locate, and design police support facilities so as to maximize their effectiveness, use, and accessibility for police personnel.

The Police and Facilities and Infrastructure component of the ESER bond proposes to address highest priority needs at its 9 district stations and related facilities ie, academy, stables and shooting range.

POLICY 1.6

Would the project expose sensitive receptors to substantial air pollutants. Furthermore, the proposed project would be subject to, and comply with, California regulations limiting idling to no more than five minutes,[2] which would further reduce nearby sensitive receptors exposure to temporary and variable TAC emissions. Therefore, construction period TAC emissions would result in a less than significant impact with respect to exposing sensitive receptors to substantial levels of air pollution.

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

Water Quality. The proposed project involves interior renovations and would involve 5,000 square feet or more of ground surface disturbance; thus the project would require a Stormwater Control Plan. The project would not generate wastewater or result in discharges that would have the potential to degrade water quality or contaminate a public water supply. Project-related wastewater and stormwater would flow to the City's combined sewer system and would be treated to standards contained in the City's

The Fire Facilities Section of the Community Facilities Element is intended to serve as a guide to the greatest degree possible the following objective:

OBJECTIVE 5
DEVELOPMENT OF A SYSTEM OF FIREHOUSES WHICH WILL MEET THE OPERATING REQUIREMENTS OF THE FIRE DEPARTMENT IN PROVIDING FIRE PROTECTION SERVICES AND WHICH WILL BE IN HARMONY WITH RELATED PUBLIC SERVICE FACILITIES AND WITH ALL OTHER FEATURES AND FACILITIES OF LAND DEVELOPMENT AND TRANSPORTATION PROVIDED FOR A OTHER SECTIONS OF THE GENERAL PLAN.
The Critical Firefighting Facilities and Infrastructure Component of the 2014 ESER Bond proposes seismic retrofit of 42 facilities throughout the city to be determined through consultation.

REQUIRED GENERAL PLAN REFERRAL SUBMITTALS FOR SPECIFIC PROJECTS

In the future, if the Bond is approved by the voters, individual projects that include the following elements should be referred to the Planning Department for General Plan conformity determination, pursuant to Section 4.105 of the Charter and Sections and 2A.53 of the Administrative Code:

- Demolition of buildings / structures
- Construction of new buildings / structures
- Additions to existing structures (enlargement)
- Relocation of structures and/or facilities
- Changes to land use, roads or park infrastructure
- Street vacations, widening, shortening, etc.
- Significant changes to park landscapes or land use within a park or public open space

[illegible] PLANNING CODE SECTION 101.1

Environmental Planning Preliminary Archeological Review: Checklist, May 1, 2013. This document is available for review at the Planning Department, 1650 Mission Street, Suite 400, San Francisco, CA 94103 as part of Case File No. 2012.1172E.

The proposed project is found to be consistent with the eight priority policies of Planning Code Section 101.1 in that:

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

   The Bond would have no adverse effect on neighborhood serving retail uses or opportunities for employment in or ownership of such businesses.

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

   The Bond would have no adverse effect on the City's housing stock or on neighborhood character.

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

   The Bond would have no adverse effect on the City's supply of affordable housing.

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

   The Bond would not result in commuter traffic impeding MUNI's transit service, overburdening the streets or altering current neighborhood parking.

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

   The Bond would not negatively affect the existing economic base in this area.

environment due to unusual circumstances. There are no unusual circumstances surrounding the current proposal that would suggest a reasonable possibility of a significant effect. The proposed project would have no significant environmental effects. The project would be exempt under the above-cited classification. For the above reasons, the proposed project is appropriately exempt from environmental review.

---

[4] *Phase I Environmental Site Assessment of One Newhall Street, San Francisco, California* by PIERS Environmental Services, Inc., May 1999. This document is available for review at the Planning Department, 1650 Mission Street, Suite 400, San Francisco, CA 94103 as part of Case File No. 2012.1172E.

This Bond, if approved, would establish a government financing mechanism to seismically upgrade the City's aging infrastructure and enhance emergency response in the City. Specific projects are not identified in the proposed financing mechanism. If the General Obligation Bond is approved, landmarks or buildings of historic significance, and other individual structures proposed to receive funding may be required to receive separate General Plan referrals and/or other City authorization and approvals.

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

The Bond would have no adverse effect on parks and open space or their access to sunlight and vistas.

RECOMMENDATION:	Finding the General Obligation Bond, on balance, in-conformity with the General Plan

OFFICE OF THE MAYOR
SAN FRANCISCO

RECEIVED
BOARD OF SUPERVISORS
SAN FRANCISCO
2013 DEC 10 PM 3:25

EDWIN M. LEE
MAYOR

TO: Angela Calvillo, Clerk of the Board of Supervisors

FROM: Mayor Edwin M. Lee

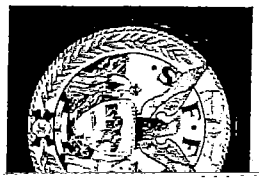
RE: Earthquake Safety and Emergency Response General Obligation Bond Election

DATE: December 10, 2013

Attached for introduction to the Board of Supervisors is the ordinance calling and providing for a special election to be held in the City and County of San Francisco on Tuesday, June 3, 2014, for the purpose of submitting to San Francisco voters a proposition to incur the following bonded debt of the City and County: $400,000,000 to finance the construction, acquisition, improvement, and seismic retrofitting of Neighborhood Fire and Police Stations, the Emergency Firefighting Water System, seismically secure facilities for the Medical Examiner, the Police Department's Traffic Company, and the Police Department's Forensic Services Division, and other critical infrastructure and facilities for earthquake safety and related costs necessary or convenient for the foregoing purposes; authorizing landlords to pass-through 50% of the resulting property tax increase to residential tenants in accordance with Chapter 37 of the Administrative Code; finding that the estimated cost of such proposed project is and will be too great to be paid out of the ordinary annual income and revenue of the City and County and will require expenditures greater than the amount allowed therefor by the annual tax levy; reciting the estimated cost of such proposed project; fixing the date of election and the manner of holding such election and the procedure for voting for or against the proposition; fixing the maximum rate of interest on such bonds and providing for the levy and collection of taxes to pay both principal and interest; prescribing notice to be given of such election; finding that a portion of the proposed bond is not a project under CEQA and adopting findings under CEQA for the remaining portion of the proposed bond; finding that the proposed bond is in conformity with the priority policies of Planning Code Section 101.1(b) and is consistent with the General Plan; consolidating the special election with the general election; establishing the election precincts, voting places and officers for the election; waiving the word limitation on ballot

City and Coun
Departmen
Earthquake
Response B
Presented to the Boarc
January 22, 2014
Agenda
ESER 2014
- Neighborhood F
- Police Stations a
- Medical Examine
- Motorcycle Polic
- Emergency Firef

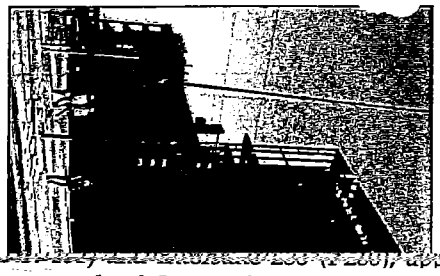
of the Guidelines of the State Secretary for Resources, Sections 15064 (Determining Significant Effect), 15065 (Mandatory Findings of Significance), and 15070 (Decision to Prepare a Negative Declaration), and the following reasons as documented in the Initial Evaluation (Initial Study) for the project, which is attached. Mitigation Measures are included in this project to avoid potentially significant effects (see page 127).



G. PUBLIC NOTICE AND COMMENT 134
H. DETERMINATION 135
I. LIST OF PREPARERS 136

List of Figures

Figure	Page
Figure 1. Project Location	2
Figure 2. Existing Site Plan	3
Figure 3. Photographs of Current Uses	4
Figure 4. Photographs of Current Uses	5
Figure 5. Proposed Site Plan	7
Figure 6. Proposed Building Elevations	8
Figure 7. Proposed Building Section	9
Figure 8. Proposed FSD/TC Building Ground-Floor Plan	10
Figure 9. Proposed FSD/TC Building Second-Floor Plan	11
Figure 10. Proposed FSD/TC Building Third-Floor Plan	12

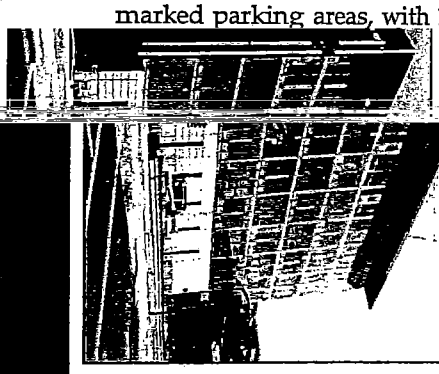


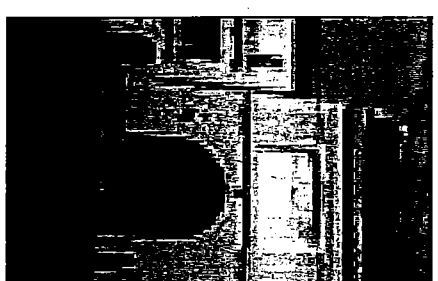
south of Cesar Chavez Street. The site comprises Lots 002B, 004, 005, and 006 of Assessor's Block 5231 (**Figure 1**), which form a 96,000-square-foot (sf) rectangle along 400 feet of Evans Avenue and 240 feet of Toland Street (**Figure 2**). The site is located in industrial use district PDR-2 (Core Production, Distribution, and Repair – Bayview) and an 80-E height and bulk district; the allowable basic floor area ratio limit is 5:1.

Four vacant buildings, totaling approximately 40,500 sf in floor area, occupy the project site (**Figure 3**). The main building was constructed in 1954 on previously undeveloped land in the northwest corner of the site. The building is a single-story, 24-foot-high structure, with the exception of a two-story portion along the northeast façade. It is approximately 30,000 sf in area. A retail storefront is located at the northwest corner of the building, facing the intersection of Evans Avenue and Toland Street (Figure 3). A 15-foot-tall covered loading area (approximately 8,000 sf) was added to the building's east side in 1956. An ancillary single-story parking garage building, of approximately 1,500 sf, and a one-story, 2,200-sf storage shed occupy the southeastern corner of the site. The parking garage is rectangular in plan with a shallow gable roof, metal cladding, three metal roll-up doors, and two flush metal man doors at the northeast elevation. The shed also has a gable roof, a flush metal door at the southeast elevation, and a window and roll-up metal door at the northeast elevation. A fourth ancillary single-story building of 640 sf is located at the northeastern corner of the site. The four buildings occupy approximately 45 percent of the lot.

All of the buildings are currently vacant. Recent use of the main building includes a hydroponics supply operation, newspaper printing, and warehousing. The most recent business, Hydroponic Connection, vacated the site in 2013. The San Francisco Examiner's newspaper printing operation, which used the site prior to Hydroponic Connection, also ceased operation in 2013 and the printing equipment was relocated to the Examiner's East Bay facility. In 1940, the West Oregon Lumber Company erected and used the ancillary building at the northeastern corner as an office (**Figure 4**). It is not known if the subsequent owners or tenants used this building. The shed at the southeastern corner of the site was constructed in 1960 and is believed to have been used for storage. The site parking lot was recently used for bus storage and is now vacant. Unauthorized cars are occasionally parked in the lot.

The area not occupied by the buildings is entirely paved with no vegetation. Eight trees are present along the sidewalk on Evans Avenue (see photograph in Figure 3). About 20 percent of the property contains marked parking areas, with 10 standard spaces for cars or small trucks and 14 long spaces for buses or





Department of Public Works

ESER 2014: Neighborhood Fi

Scope

- ESER 2014 bond will be applied con
  Focused Scope, Comprehensive anc
  categories established in ESER 201C
  for operational effectiveness; possil
  between Focus Scope and Compreh

Total Project Budget Need

- $277M - $327M *(remaining need af*

Funding Sources

- ESER 2014 bond - ~~$70~~ $85M

Schedule

- Schedule will be developed to maint
  levels and operational efficiency. St
  wherever feasible, and station closu

Department of Publ

ESER 2014: Ne

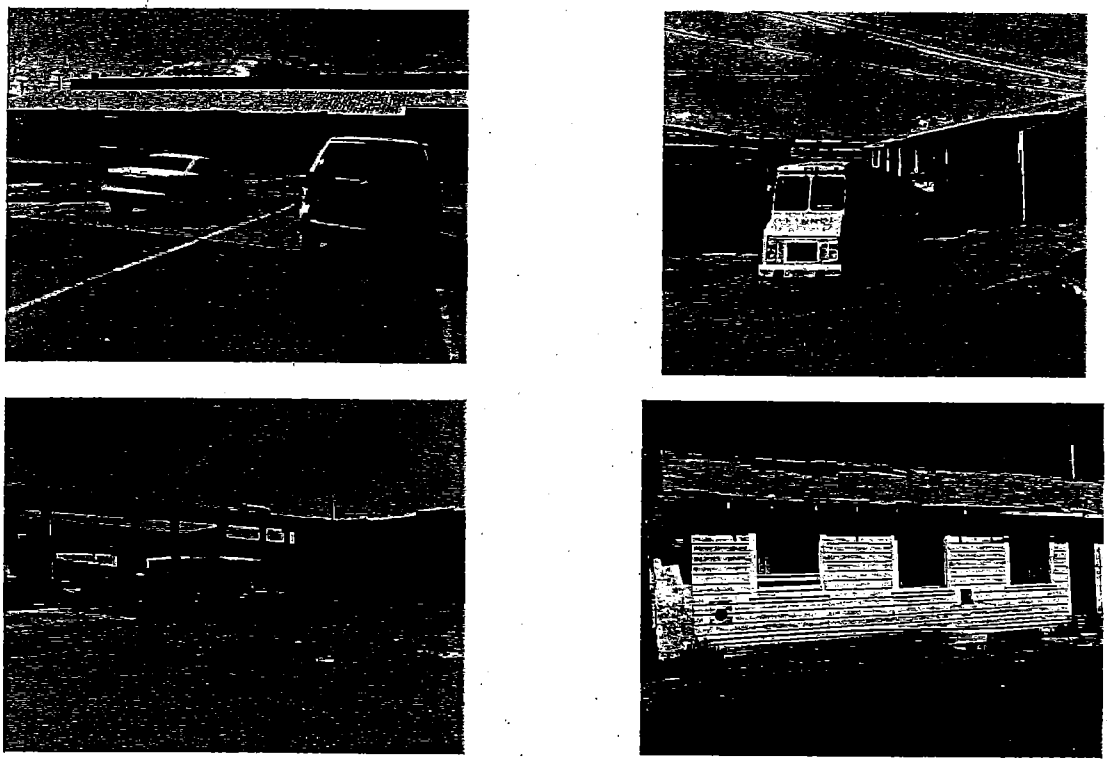


Figure 4. Photographs of Current Uses

Clockwise from top left: Back of main building with covered loading dock looking northwest. Entrance from Evans Avenue with view of loading dock on right. Ancillary structure at southeastern corner with Interstate Highway 280 in background. Former office of lumber company at eastern corner of the site.

Department of Public Works

ESER 2014: Police Stations and Infrastructure

Preliminary Facility Upgrade Designations:

Bayview:	Incremental
Central:	Replace
Ingleside:	Comprehensive
Mission:	Incremental
Northern:	Incremental
Park:	Comprehensive
Richmond:	Comprehensive
Taraval:	Incremental
Tenderloin:	Comprehensive
Police Academy:	Incremental
Golden Gate Park Stables:	Incremental
Lake Merced Range:	Incremental

Demolition of existing structures and removal of pavement from the site would be completed prior to the construction of a new 128,000-sf building and associated parking garage.[1] The proposed FSD/TC building

Department of Public Works

ESER 2014: Medical Examiner Facility

Scope

- 42,575 ft^2 Replacement Facility at 1 Newhall St., India Basin

Total Project Budget

- $65M – 1 Newhall St. alteration of existing building
- $10.2M for Special Equipment (FF&E)

Pre-Development General Funding

- General Fund (Planning, Preliminary Design, Final Design): $6.2M

Schedule

- Design/Pre-Construction start Winter 2013
- Trade Bids – Spring 2015
- Construction start Summer 2015
- **Inauguration Winter 2016**

412

[redacted]

[redacted]

Department of Pu
ESER2014: Mo
Scope
- 105,000 f
structure:
- 85,00
- 20,00

Total Project Bu
- $165M for
building
- $11.9M fo

Pre-Developmer
- General Fu

Schedule
- Design/Pr
- Trades' Bi
- Constructi
- **Inaugurat**

potable water would be installed at the northwestern perimeter of the site). An 8,000-gallon sanitary storage tank (see **Figure 14**) would be installed below grade, external to the FSD/TC building and connected via gravity source along the FSD/TC building main sanitary discharge, with access for mechanical pumping, if needed, to satisfy essential facilities use demands during emergency conditions. The facility would be secured by fencing and monitored via closed-circuit television. Outdoor lighting would be provided for the FSD/TC building entryways and parking structure.

Operating hours for the FSD would be 6:00 a.m. to 5:30 p.m., Monday through Friday. The TC would operate three daily shifts: a day shift from 7:00 a.m. to 4:00 p.m.; swing shift from 2:00 p.m. to 11:00 p.m.; and a night shift from 9:00 p.m. to 6:00 a.m. Approximately 298 employees would work at the facility (staffing level reflects post-expansion workforce), with 120 working at the TC and 178 at the FSD. About nine of the FSD employees would be working during the evening and nighttime hours of 6:00 p.m. to 6:00 a.m. At the TC, 48 employees would work during the day shift, 36 on the swing shift, and 36 on the night shift. Three to six of these employees would be civilian staff, with the remainder being law enforcement officers.

[2] California Health and Safety Code (HSC), Chapter 2, Section 16000 through Section 16023.

- Approval for bond funding by Board of Supervisors (Approval Action);
- Approval of a Planned Unit Development by the San Francisco Planning Department (SF Planning Department);
- Approval of a Subdivision Map and Issuance of a Street Tree Permit, Grading Permit and

Department of Public Works
ESER 2014: Emergency Firefighting Water System Recommended Projects

San Francisco Water Power Sewer
Services of the San Francisco Public Utilities Commission

	(millions)
Facilities (Twin Peaks Reservoir, Ashbury Heights Tank, Jones Street Tank, Pumping Stations 1 & 2)	$20
Cisterns	$25
Pipelines (including Potable Co-benefits)	~~$25~~ $10
Total	**~~$70~~ $55**

416

spur runs along the southern site boundary. Beyond the railway spur, to the southwest, is a warehouse occupied by Ceiling Systems Supply, Inc. Evans Avenue and Toland Street are both two-way streets, with two traffic lanes in each direction on Evans Avenue and a single lane in each direction on Toland Street. Toland Street terminates at the five-way intersection of Evans Avenue and Napoleon Street, a two-way, two-lane street running approximately east-west (see Figure 1).

The topography of the vicinity of the project site is either flat or gently sloping eastward towards the Bay, and has a mix of commercial and light industrial uses dominated by one- and two-story warehouses. The nearest residences are at the Potrero Terrace and Potrero Annex public housing units 0.3 mile north of the project site. The nearest parks to the project site include Islais Creek Park and Tulare Park, which are about 0.4 mile east of the project site, and Selby & Palou Mini Park, which is approximately 0.6 mile south of the project site. Although no building in the vicinity exceeds two stories in height, many buildings include features such as high ceilings, large loading docks, and ground floor access generally not present in most offices and commercial buildings. A range of industrial construction styles typical of the latter half of the twentieth century is present, and includes reinforced concrete, steel, and wood-framed buildings clad in corrugated sheet metal, masonry, or stucco. The tallest nearby structure is the I-280 elevated freeway, located approximately 200 feet southeast, paralleling the southeastern boundary of the site. Its height at this location is approximately 60 feet above street level and well above the height of buildings in the area.

Evans Avenue is a major artery serving the area; it intersects Cesar Chavez Street approximately 1,000 feet north-northeast of the site. Exits and entrances to the U.S. 101 and I-280 freeways are about one-half mile from this junction.

New housing, large office developments, large-scale retail, and the heaviest of industrial uses, such as

ESER2014: Emergency Firefighting Water System 30-Year Pipeline Replacement Plan

Replacement miles/yr.	Total General Obligation Bond Cost with $137*
0.10	$160
0.25	$195
0.50	$253
0.67	$294
0.75	$311

Equivalent to current potable pipeline @ 0.5%/yr. replacement rate

*** Note: $137M of combined AWSS and Potable Co-Benefits contribution, respectively 25% G.O. bond cost/75% revenue bond cost share**

AECOM/AGS CS-199 AWSS Facilities Preliminary Options Study

418

inlet for Islais Creek and San Francisco Bay.

1/22/14 Action:

Approval of the Earthquake Safety and Emergency Response Bond – ESER 2014 - Ordinance and RPIN

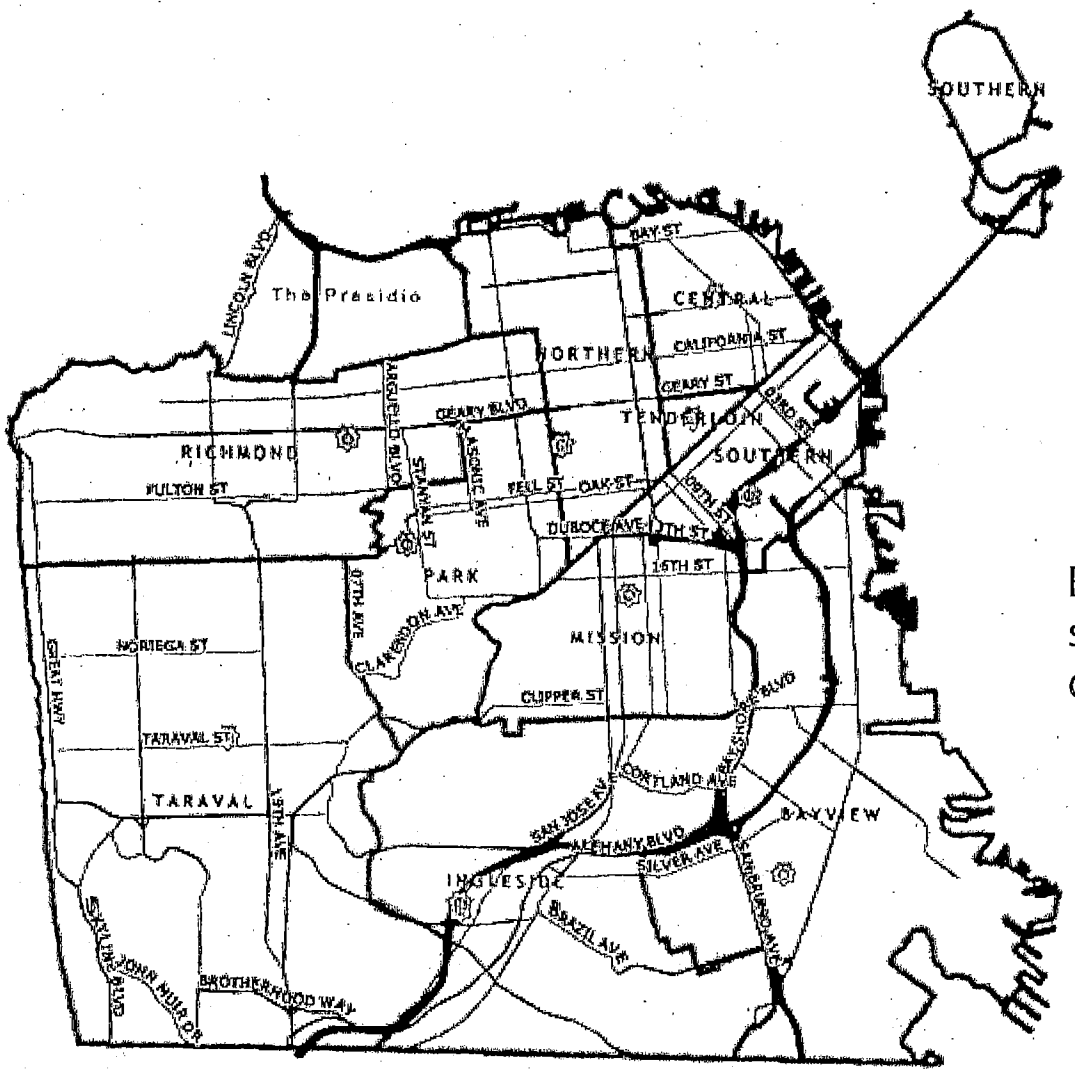
420

PDR-2 zoning district is, "... to encourage the introduction, intensification, and protection of a wide range of light and contemporary industrial activities. Thus, this zoning district prohibits new housing, large office developments, large-scale retail, and the heaviest of industrial uses, such as incinerators. Generally, all other uses are permitted." According to Planning Code Section 210.11, a wide range of light and contemporary industrial activities are permitted in the PDR-2 use district. In addition, certain non-industrial and non-residential uses can be permitted, including small-scale retail and office, entertainment, certain institutions, and similar uses that would not conflict with primary industrial uses or are compatible with the operational characteristics of businesses in the area.

The proposed use includes:

- Forensic testing laboratories and laboratory support areas for the FSD (63,000 sf in size);
- Administrative offices and support areas for the FSD (27,000 sf in size);
- Common and building support areas (e.g., stairs, toilets, conference rooms, mechanical and electrical facilities) (20,000 sf in size);
- TC operations, including accident investigations and education (18,000 sf in size); and
- Two-level parking garage for the TC police motorcycle fleet, sworn office vehicles, and impounded

Department of Public Works
ESER 2014: Police Stations and Infrastructure



Blue Star icons represent station locations for each district

422