SAN FRANCISCO
PLANNING DEPARTMENT

Addendum 3 to Environmental Impact Report

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

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

Addendum Date:	January 14, 2016
Case No.:	**2014.1304E; 2014-001503GPA**
Project Title:	BOS File No. 150969 – Affordable Housing Bonus Program
EIR:	San Francisco 2004 and 2009 Housing Element, 2007.1275E SCL No. 2008102033, certified March 24, 2011, re-certified April 24, 2014
Project Sponsor:	Mayor Lee and Supervisor Tang
Sponsor Contact:	Kearstin Dischinger, (415) 558-6284, kearstin.dischinger@sfgov.org
Lead Agency:	San Francisco Planning Department
Staff Contact:	Michael Li, (415) 575-9107, michael.j.li@sfgov.org

REMARKS

On April 24, 2014, the San Francisco Planning Commission certified the Final Environmental Impact Report for the 2004 and 2009 Housing Element ("2004 and 2009 Housing Element FEIR" or "FEIR") pursuant to the California Environmental Quality Act ("CEQA").[1] On June 17, 2014, the San Francisco Board of Supervisors ("Board") adopted the 2009 Housing Element as the Housing Element of the San Francisco General Plan. On April 27, 2015, the Board adopted the 2014 Housing Element, which updated the Data and Needs Analysis of the 2009 Housing Element and added five additional policies. Based on an addendum issued by the San Francisco Planning Department ("Planning Department" or "Department") for the 2014 Housing Element, the Board found that no additional environmental review was required beyond the review in the FEIR.[2]

This document is an addendum to the 2004 and 2009 Housing Element FEIR. Its purpose is to substantiate the Planning Department's determination that no supplemental or subsequent environmental review is required prior to adoption of the City and County of San Francisco ("City") Affordable Housing Bonus Program ("proposed program," "proposed project," or "AHBP") and related General Plan amendments. As described more fully below, the AHBP is an implementing program of the 2014 Housing Element. The Department has determined that the environmental effects of the AHBP have been adequately identified and analyzed under CEQA in the 2004 and 2009 Housing Element FEIR, and the proposed project would not result in any new or more severe environmental impacts than were identified in the FEIR.

---

[1] San Francisco Planning Department, *2004 and 2009 Housing Element Final Environmental Impact Report*, April 24, 2014. Case No. 2007.1275E, http://www.sf-planning.org/index.aspx?page=1828, accessed on January 13, 2016. Unless otherwise noted, all documents cited in this report are available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, CA as part of Case No. 2014.1304E or the identified file number.

[2] San Francisco Planning Department, *Addendum to 2004 and 2009 Housing Element Final Environmental Impact Report, 2014 Housing Element,* January 22, 2015. Case No. 2014.1327E, http://www.sf-planning.org/index.aspx?page=1828, accessed on January 13, 2016.

Background

State Housing Element Law – Government Code Section 65580

The Housing Element is an element of San Francisco's General Plan which sets forth the City's overall policies regarding residential development and retention. Since 1969, California State Housing Element law (Government Code Section 65580 et seq.) has required local jurisdictions to adequately plan for and address the housing needs of all segments of its population, including low and very low income households, such that all communities contribute to the attainment of the state housing goals. Housing Element law requires local governments to plan for their existing and projected housing needs by facilitating the improvement and development of housing, rather than constraining opportunities. Under State Housing Element law, San Francisco's 2014 Housing Element was required to plan for an existing and projected housing need of 28,869 new residential units, 56.6 percent (%) of which must be affordable to very low, low, or moderate income households.

State Density Bonus Law – Government Code Section 65915

Under Government Code Section 65915, the State Density Bonus Law ("State Law"), cities are required to grant density bonuses, waivers from development standards,[3] and concessions and incentives[4] when a developer of a housing project of five or more units includes at least 5% of those units as housing units affordable to moderate, low or very low income households (between 50% and 120% of area median income).[5] The increased development potential allowed under this law is intended to offset the private developer's expenses necessary to provide additional affordable units. The amount of the density bonus, and the number of concessions and incentives varies depending on the percentage of affordable units proposed and the level of affordability; generally, however, State Law requires that cities grant between a 7% to 35% density bonus, and up to three concessions and incentives, if a developer provides between 5% and 40% affordable units. Additionally, project sponsors are able to request waivers from development standards if the development standards physically preclude the project with the additional density or with the concessions and incentives.[6] State Law requires that rental units be affordable for a term of no less than 55 years, and that ownership units be affordable to at least the first buyer through a shared equity

---

[3] "Development standard" includes a site or construction condition, including but not limited to a height limitation, a setback requirement, a floor area ratio, an onsite open-space requirement, or a parking ratio that applies to a residential development pursuant to any ordinance, general plan element, specific plan, charter, or other local condition, law, policy, resolution, or regulation. (See Government Code Section 65915(0)(1).

[4] Concessions and incentives mean (1) a reduction in site development standards or a modification of zoning requirements or architectural design requirements that exceed the minimum building standards approved by the California Building Standards Commission as provided in Part 2.5 (commencing with Section 18901) of Division 13 of the Health and Safety Code, including, but not limited to, a reduction in setback and square footage requirements and in the ratio of vehicular parking spaces that would otherwise be required that results in identifiable, financially sufficient, and actual cost reductions; (2) Approval of mixed-use zoning in conjunction with the housing project if commercial, office, industrial, or other land uses will reduce the cost of the housing development and if the commercial, office, industrial, or other land uses are compatible with the housing project and the existing or planned development in the area where the proposed housing project will be located; or (3) Other regulatory incentives or concessions proposed by the developer or the city, county, or city and county that result in identifiable, financially sufficient, and actual cost reductions. (See Government Code Section 65915)

[5] See generally, Government Code Section 65915 et seq.

[6] See Government Code Section 65915(e).

agreement.[7] Local jurisdictions are required to adopt an ordinance implementing the State Density Bonus Law; however, absent an ordinance, local jurisdictions are still required to comply with the law.[8]

City and County of San Francisco 2014 Housing Element of the General Plan

To support the development of affordable housing, the City's 2014 Housing Element anticipates the adoption of a "density bonus program" implementing the State Law. As envisioned in the 2014 Housing Element, such a program would allow density bonuses for projects that include certain percentages of affordable housing, as well as allow other incentives, concessions, and waivers for projects that include more affordable units than required under existing City programs.

Specifically, the 2014 Housing Element contains the following discussion of a density bonus program in Part I, on page A.6:

> *The City has continued the policy of establishing special use districts (SUDs)[9] and height exceptions intended to support the development of affordable housing by allowing density bonuses for higher percentages of affordable or special needs housing. Almost all new Area Plans adopted during the 2007-2014 reporting period also include these policies, as well as additional affordable housing impact fees. Floor area ratio (FAR) limitations have been removed in the downtown areas to encourage housing development. The Board of Supervisors is currently considering legislation to exempt on-site inclusionary units from existing density limits in certain districts, essentially giving developers who include affordable units within their projects a density bonus.*
>
> *In February 2014, the Department released an RFP [Request for Proposals] for consultant support to develop a more proactive program to implement Government Code Section 65915. For example, the proactive approach may follow the model of other municipalities which indicate which exemptions will be not be* [sic] *deemed as potentially having an adverse impact on health and safety.*

In addition, under the 2014 Housing Element Implementing Programs (Part I, Chapter C, on page C.11), the following Implementing Program is identified to meet the goal of establishing a density bonus program in the City:

> *Implementing Program 39b. Planning will develop a density bonus program with the goal of increasing the production of affordable housing. The program will be structured to incentivize market rate projects to provide significantly greater levels of affordable housing than required by the existing City Programs.*

A related strategy for further review of this Implementation Program is listed on page C.13:

> *Planning should examine incentives such as density bonuses, or other zoning related mechanisms that encourage long-term (i.e. deed-restricted) permanently affordable rental housing.*

---

[7] See Government Code Section 65915(c)(1) and (2).

[8] See Government Code Section 65915(a).

[9] Approximately a dozen SUDs have been established in order to provide density bonuses and zoning modifications for affordable housing projects. Examples include the Alabama and 18th Streets Affordable Housing SUD (Planning Code Section 249.27), the Third Street and Oakdale Avenue Affordable Housing SUD (Section 249.30), the Third Street and Le Conte Affordable Housing SUD (Section 249.43), the 1500 Page Street Affordable Housing SUD (Section 249.47, and the Lombard and Scott Street Affordable Group Housing SUD (Section 249.55).

City and County of San Francisco Inclusionary Affordable Housing Ordinance

The Inclusionary Affordable Housing Ordinance is found in Planning Code Section 415 et seq. This ordinance requires project sponsors of residential projects with 10 units or more to pay an Affordable Housing Fee as a way of contributing to the City's affordable housing stock. Under certain circumstances, a project sponsor may choose to provide on- or off-site affordable housing units instead of paying the fee. The most common on-site requirement is 12% affordable units, although it is higher in some Area Plan zoning districts.[10]

PROPOSED REVISIONS TO 2014 HOUSING ELEMENT

Affordable Housing Bonus Program

On September 29, 2015, Mayor Lee and Supervisor Tang introduced legislation (Board File No. 150969) to the San Francisco Board of Supervisors to amend the Planning Code to create the Affordable Housing Bonus Program. The proposed AHBP implements the density bonus program envisioned in the 2014 Housing Element.

In conjunction with the AHBP, the Planning Department has proposed minor amendments to the General Plan, including the Housing Element, so that the General Plan better and more specifically reflects the goals of the AHBP. The proposed amendments would add language to one Housing Element policy and descriptive text below two other Housing Element policies to recognize the City's need to allow development incentives for projects that include affordable housing units on-site. The proposed amendments, discussed in greater detail below, also include references to higher densities on Map 6 of the Housing Element and associated updates to the Land Use Index.

Overall, as reflected in the findings of the proposed AHBP ordinance, the goals of the proposed AHBP are to establish a program consistent with State Law; encourage the construction of a greater numbers of on-site affordable units; improve the feasibility of developing affordable units on underutilized sites; establish a program to provide housing for "middle income" households; and facilitate entitlement of 100 Percent affordable housing units. The AHBP would amend the San Francisco Planning Code by adding a new Section 206 to establish four avenues for project sponsors to receive a density bonus and other development bonuses, which would allow for a greater number of units to be built than would otherwise be permitted under existing zoning. The four programs are: 1) the Local Affordable Housing Bonus Program; 2) the 100 Percent Affordable Housing Bonus Program; 3) the Analyzed State Density Bonus Program; and 4) the Individually Requested State Density Bonus Program. **Table 1** summarizes the key features of the four programs, which are described in further detail below. The AHBP also establishes an approval process for AHBP projects, as well as specific AHBP Design Guidelines.

[10] See, for example, the Additional Affordable Housing Requirements for UMU districts in Planning Code Section 419 et seq.

Table 1
Comparison of Proposed Affordable Housing Bonus Program Characteristics

Characteristic	Local Affordable Housing Bonus Program	100 Percent Affordable Housing Bonus Program	Analyzed State Density Bonus Program	Individually Requested State Density Bonus Program
Pre-Program Density Requirement	3 or more units	3 or more units	5 or more units	5 or more units
Affordable Housing Requirement	30% total inclusionary and middle income affordable units onsite (all middle income if no inclusionary requirement)	100% affordable to 80% AMI and below	Various affordability levels, ranging from 5% to 30% at various AMIs	Various affordability levels, ranging from 5% to 40% at various AMIs (100% for senior citizen housing)
Location Requirement	Zoning districts that regulate residential density by lot area, plus the Fillmore and Divisadero NCTDs; excludes RH-1 and RH-2 districts	Zoning districts that allow residential uses, excluding RH-1 and RH-2 districts	Zoning districts that regulate residential density by lot area, plus the Fillmore and Divisadero NCTDs; excludes RH-1 and RH-2 districts	Zoning districts that allow residential uses and can accommodate 5 or more units under existing zoning controls
Unit Mix Requirement	40% two or more bedrooms or 50% more than one bedroom	-	-	-
Environmental Requirement	No significant historic, shadow, or wind impact	No significant historic, shadow, or wind impact	-	-
Density Bonus	Form-based density controls	Form-based density controls	Up to 35% density bonus	Up to 35% density bonus
Height Bonus	Up to 25 feet/two stories with min. 9-foot floor-to-ceiling height for residential floors	Up to 35 feet/three stories with min. 9-foot floor-to-ceiling height for residential floors	Up to 25 feet/two stories with min. 9-foot floor-to-ceiling height for residential floors	Height increases allowed as necessary in order to develop at allowed increased density and with concessions requested
Zoning Modifications/Concessions and Incentives	Up to three: • rear yard: min. 20%/15 feet • unit exposure: min. 25 feet • off street loading: none required • parking: up to 75% reduction • open space: up to 5% reduction in common open space • additional open space: up to another 5% reduction in common open space	Any or all: • rear yard min. 20%/15 feet • unit exposure: min. 15 feet • off street loading: none required • parking: up to 100% reduction • open space: up to 10% reduction in common open space (min. 36 sf/unit)	Up to three depending on AMI: • rear yard: min. 20%/15 feet • unit exposure: min. 25 feet • off street loading: none required • parking: up to 50% reduction • open space: up to 5% reduction in common open space • additional open space: up to another 5% reduction in common open space	Up to three, to be negotiated on project-by-project basis

Source: San Francisco Planning Department, January 2016.

Eligibility Requirements. The Local Affordable Housing Bonus Program ("Local Program") would encourage construction of affordable housing by providing zoning modifications for projects that satisfy specified requirements. Local Program projects would be required to be all new construction (vertical additions to existing buildings would not qualify) with a pre-Program density (not including bonus units) of three or more residential units and to provide a total of 30% income restricted units on site. Local Program projects subject to the City's Inclusionary Affordable Housing Ordinance would need to provide the required inclusionary units on-site, plus provide an additional 18% of the units as middle income units (units which are affordable to households earning 140% of area mean income ("AMI") for ownership projects and 120% AMI for rental projects). For Local Program projects not subject to the Inclusionary Affordable Housing Ordinance, a total of 30% of the units would be required to be middle income units. The Local Program would be available in all zoning districts that regulate residential density by lot area, with the exception of RH-1 (House, One-Family) and RH-2 (House, Two-Family) districts, and also would be allowed in the Fillmore Neighborhood Commercial Transit District ("NCTD") and the Divisadero NCTD. Local Program projects would be required to meet certain unit mix requirements (40% two or more bedrooms or 50% two-bedroom or larger units). The Program requires nine-foot floor to ceiling heights on all residential floors.

Projects would only be eligible for the Local Program if the Planning Department determines that they would not cause a substantial adverse change in the significance of a historic resource, create new shadow in a manner that substantially affects outdoor recreation facilities or other public areas, or alter wind in a manner that substantially affects public areas. This determination would be made by the Planning Department as part of the broader environmental review process to which AHBP projects would be subject. Environmental review for AHBP projects would include an evaluation of the projects' potential for significant environmental impacts in all applicable resource areas, pursuant to CEQA and Chapter 31 of the San Francisco Administrative Code.[11]

Finally, Local Program projects would be required to comply with proposed AHBP Design Guidelines, described below.

Development Bonuses. Projects meeting the above requirements would be eligible to receive a height bonus (increase) of up to 20 feet above the existing height limit, or two stories with the required 9-foot floor-to-ceiling height.[12] In addition, Local Program projects with active ground floors would be granted up to an additional 5 feet in height at the ground floor, for a total maximum height bonus of 25 feet. Local Program projects also would be eligible to receive a density bonus through the application of form-based density controls rather than by lot area (i.e., by building volume rather than by units/square feet of lot

[11] In other words, historic resources, shadow, and wind would be only a few of the environmental topics reviewed; existing environmental review requirements would remain in place. The environmental review simply would inform the determination of whether projects would be eligible for the Local Program.

[12] All city parcels are subject to height and bulk limits, which set the maximum parameters for building height and bulk. For example, many residential (RH-1, RH-2, RH-3, etc.) districts are within the 40-X height and bulk limits, which mandate the maximum height of 40 feet, although most residential projects are also subject to the Planning Department's Residential Design Guidelines, design review, and other requirements that may further limit the possible height of development.

area). Density of Local Program projects therefore would be limited by applicable requirements and limitations, including height (with the bonus), bulk, setbacks, open space requirements, exposure, and unit mix.

Zoning Modifications. Up to three other modifications to rear yard, dwelling unit exposure, off-street loading, parking, and open space requirements, in the amounts listed in Table 1, would be available to developers who pursue the Local Program.

100 Percent Affordable Housing Bonus Program

Eligibility Requirements. The 100 Percent Affordable Housing Bonus Program ("100 Percent Affordable Program") would apply to new construction projects only (vertical additions to existing buildings would not qualify) with a base density of three or more units in which 100% of the total units are income restricted to 80% AMI or below. The 100 Percent Affordable Program would be available throughout the City on any parcel zoned to allow residential uses, with the exception of RH-1 and RH-2 districts. Projects would be eligible for the 100 Percent Affordable Program only if the Planning Department determines that they would not result in significant historical resource, shadow, or wind impacts. In addition, 100 Percent Affordable Program projects would be required to comply with the proposed AHBP Design Guidelines.

Development Bonuses. 100 Percent Affordable Program projects would be entitled to a height bonus of up to 30 feet or 3 stories above existing height limits, plus an extra 5 feet for active ground floor uses. These projects would be eligible to receive a density bonus through application of form-based density controls.

Zoning Modifications. Modifications in the amounts listed in Table 1 to rear yard, dwelling unit exposure, off-street loading, parking, and open space requirements would be available to developers who pursue the 100 Percent Affordable Program. Projects in this program would be eligible to receive any or all of the offered zoning modifications.

Analyzed State Density Bonus Program

Eligibility Requirements. The Analyzed State Density Bonus Program ("Analyzed State Program") would apply to projects of five or more units that include various affordability levels, ranging from 5% to 30% at various AMIs. (These affordability requirements mirror the requirements of the State Density Bonus Law.) The Analyzed State Program would apply in the same locations as the Local Program, i.e., all zoning districts that regulate residential density by lot area, with the exception of RH-1 and RH-2 districts, plus the Fillmore and Divisadero NCTDs. The Program requires 9-foot floor to ceiling heights on all residential floors and Analyzed State Program projects would be required to comply with proposed AHBP Design Guidelines.

Development Bonuses. Analyzed State Program projects would be eligible to receive a waiver of height restrictions up to 25 feet above existing height limits (a maximum of two stories given the required minimum 9-foot floor to ceiling height), subject to the requirements of a specified formula, and a density bonus of up to 35% above that allowed under existing zoning.

Zoning Modifications. Developers who pursue the Analyzed State Program would be eligible to select up to three concessions and incentives (modifications to zoning controls), in the amounts listed in Table 1, to rear yard, dwelling unit exposure, off-street loading, parking, and open space requirements.

Individually Requested State Density Bonus Program

The Individually Requested State Density Bonus Program ("Individually Requested Program") would be available to projects that are consistent with the State Density Bonus Law, but that request a set of incentives, concessions, or waivers that are not offered through the Analyzed State Program. The Individually Requested Program is also for those seeking a bonus for land donations, condominium conversions, or mobile home parks (as specifically allowed by State Law),[13] and for projects in zoning districts not eligible for Analyzed State projects.

Eligibility Requirements. The Individually Requested Program would apply to projects of five or more units that include various affordability levels, ranging from 5% to 40% at various AMIs, as provided in State Law. The Individually Requested Program would apply in all districts that allow residential units and can accommodate five or more units under existing zoning controls. Projects under this program would be required to comply with the AHBP Design Guidelines

Development Bonuses. Individually Requested Program projects would be entitled to a density bonus of up to 35% above that allowed under existing zoning, depending on the amount and type of restricted affordable units proposed.

Zoning Modifications. Developers who pursue the Individually Requested Program would be eligible to receive up to three concessions and incentives as necessary to make the density bonus physically and financially feasible. Project sponsors could also request a waiver of a development standard that physically precludes the development at the density and with the concessions requested.

AHBP Project Authorization

The proposed legislation would also amend the Planning Code to add Section 328, which would establish a review and approval process for Local Program and 100 Percent Affordable Program projects. In addition to zoning modifications offered under the Local Program and 100 Percent Affordable Program, the proposed Section 328 would allow the Planning Commission to make minor project modifications to ensure a project's consistency with the AHBP Design Guidelines.

All AHBP projects would be evaluated for consistency with the AHBP Design Guidelines. In recognition that some projects utilizing the AHBP would be taller or of differing mass than the surrounding context, the AHBP Design Guidelines would clarify how projects should both maintain their size and be designed toto be compatible with their neighborhood context. Specific design guidelines would address ground-floor design, tops of buildings, sidewalk articulation, and architectural character. Also, the AHBP Design Guidelines would articulate existing design principles from neighborhood- or district-specific design

[13] Density bonuses for "land donations" are regulated in Government Code Section 65915(g), "condominium conversions" are defined in Government Code Section 65915.5, and "mobile home parks" are defined under Government Code Section 65915(b)(1)(C).

guidelines that would be applied to all AHBP projects. These fundamental design principles would address such things as building massing and articulation, ground floors, and streets. Finally, the AHBP Design Guidelines would include historic preservation guidelines to ensure that AHBP projects preserve materials, features, and forms of historic districts, as applicable, and are compatible and differentiated. The draft AHBP Guidelines will be presented to the Planning Commission for adoption and forwarded to the BOS for approval.

All projects eligible to take advantage of the AHBP, under any of the four programs, would require review under CEQA.

AHBP General Plan Amendments

In conjunction with the proposed AHBP ordinance, the Planning Department has proposed minor amendments to the General Plan. These amendments would add language to the Housing Element, Urban Design Element, Chinatown Area Plan, Downtown Area Plan, and Northeast Waterfront Area Plan and associated updates to the Land Use Index to specifically reflect the goals and intent of the AHBP, which allow greater height and bulk for projects that provide affordable units on site.

Generally, the proposed amendments would include the following language in the relevant sections of the General Plan:

> *To encourage greater levels of affordability on-site, the City may adopt affordable housing policies to permit heights that are several stories taller and building mass that is larger than described here. Refer to the Affordable Housing Bonus Program Design Guidelines.*

The proposed amendments would add language to one Housing Element Policy and descriptive text to two other Housing Element policies to specifically reference and allow development incentives, such as additional height, density, and bulk, in exchange for higher levels of affordability. . The proposed amendments also include references to higher densities on Map 6 of the Housing Element and associated updates to the Land Use Index.

AHBP Approvals

As amendments to the Planning Code and General Plan, the proposed AHBP and General Plan amendments would require review and recommendation by the Planning Commission to the Board of Supervisors, and approval of an ordinance by the Board of Supervisors.

SETTING

San Francisco is a consolidated city and county located on the tip of the San Francisco Peninsula with the Golden Gate Strait to the north, San Francisco Bay to the east, San Mateo County to the south, and the Pacific Ocean to the west. The City is one of nine counties adjacent to San Francisco and San Pablo Bays. Daly City and the City of Brisbane abut San Francisco to the south. San Francisco is approximately 49 square miles in size. The City is made up of numerous planning districts and several plan areas (areas which have undergone, or are in the process of, a comprehensive community planning effort). Although San Francisco is densely developed, there remain developable vacant parcels, as well as underused parcels, which are currently zoned to allow housing in various locations throughout the City.

ANALYSIS OF POTENTIAL ENVIRONMENTAL EFFECTS

San Francisco Administrative Code Section 31.19(c)(1) states that a modified project must be reevaluated and that "[i]f, on the basis of such reevaluation, the Environmental Review Officer (ERO) determines, based on the requirements of CEQA, that no additional environmental review is necessary, this determination and the reasons therefore shall be noted in writing in the case record, and no further evaluation shall be required by this Chapter."

CEQA Guidelines Section 15164 provides for the use of an addendum to document the basis of a lead agency's decision not to require a Subsequent or Supplemental EIR for a change to a project that has been analyzed in a certified EIR. The lead agency's decision to use an addendum must be supported by substantial evidence that the conditions that would trigger the preparation of a Subsequent EIR, as provided in CEQA Guidelines Section 15162, are not present.

The proposed AHBP, which would implement the density bonus provisions referenced in the Housing Element, would not result in any new significant environmental impacts, substantially increase the severity of previously identified effects, or necessitate implementation of additional or considerably different mitigation measures than those identified in the FEIR. The effects associated with the proposed program would be substantially the same as those reported for the FEIR, and thus no supplemental or subsequent EIR is required. The following discussion provides the basis for this conclusion.

2004 and 2009 Housing Element FEIR Conclusions

The 2009 Housing Element adopted policies that, generally, encouraged housing and higher density housing along transit lines and other infrastructure, and in proximity to neighborhood services, such as open space and childcare. The 2009 Housing Element policies also encouraged higher density through a community planning process and, for affordable housing projects, promoted the construction of multifamily housing. The 2004 and 2009 Housing Element FEIR identified less-than significant environmental impacts in the following environmental topic areas:

- Land Use and Land Use Planning;
- Visual Quality and Urban Design;
- Population and Housing;
- Cultural and Paleontological Resources;
- Air Quality;
- Greenhouse Gas Emissions;
- Wind and Shadow;
- Recreation;
- Utilities and Service Systems;
- Public Services;
- Biological Resources;
- Geology and Soils;
- Hydrology and Soils;
- Hazards and Hazardous Materials;
- Mineral and Energy Resources; and
- Agricultural and Forest Resources.

The FEIR found that significant effects related to encouraging new residential development along streets with noise levels above 75 dBA L_{dn} can be avoided or reduced to a less-than-significant level with mitigation, and a mitigation measure addressing the issue was incorporated into the adopted Housing Element as an implementation measure.[14] The FEIR found also that adoption of the 2009 Housing Element

[14] *A-Weighted Sound Level (dBA)*: The sound pressure level in decibels as measured on a sound level meter using the internationally standardized A-weighting filter or as computed from sound spectral data to which A-weighting adjustments have been made. A-weighting de-emphasizes the low and very high frequency components of the sound in a manner similar to the response of the average human ear. A-weighted sound levels correlate well with

would potentially result in significant environmental effects on the transit network that could not be mitigated to a less-than-significant level with implementation of feasible mitigation measures. The policies in the 2014 Housing Element were substantially the same as those in the 2009 Housing Element, and the adoption of the 2014 Housing Element did not change the conclusions in the FEIR.

2004 and 2009 Housing Element EIR Alternative C

The 2004 and 2009 Housing Element EIR, in the Revised Alternatives Analysis, discussed and analyzed Alternative C ("2009 Housing Element Intensified"), which included potential policies (described herein as "concepts") that more actively encourage housing development through zoning accommodations than the policies in the 2009 Housing Element. These concepts were generated based on ideas and alternative concepts raised over the course of outreach for the 2009 Housing Element preparation process, but which were ultimately not included as policies in the 2009 Housing Element.

Alternative C included concepts intended to encourage housing by:

1) Allowing for limited expansion of allowable building envelope for developments meeting the City's affordable housing requirement on site with units of two or more bedrooms;
2) Requiring development to the full allowable building envelope in locations that are directly on Transportation Effectiveness Project ("TEP") rapid transit network lines;
3) Giving height and/or density bonuses for developments that exceed affordable housing requirements in locations that are directly on TEP rapid transit network lines;
4) Allowing height and/or density bonuses for 100 percent affordable housing in all areas of the City except in RH-1 and RH-2 zones; and
5) Granting of administrative (i.e., over the counter) variances for reduced parking spaces if the development is:
    a) in an RH-2 zoning district that allows for greater residential density (e.g., adding a second unit without required parking);
    b) in an area where additional curb cuts would restrict parking in areas with parking shortages; or
    c) on a Transit Preferential Street.[15]

The 2004 and 2009 Housing Element EIR analyzed the environmental impacts of implementing a more intensified housing development program than what was proposed under the 2009 Housing Element. The FEIR concluded that Alternative C would not result in any greater significant environmental impacts than those identified for the 2009 Housing Element. Specifically, the FEIR noted that Alternative C could result in a significant and unavoidable impact to the City's transit network – the same as the proposed 2009 Housing Element – and that, with respect to noise, Alternative C could result in a significant impact that could be mitigated to a less-than-significant level with implementation of Mitigation Measure M-NO-1 –

subjective reactions of people to noise and are universally used for community noise evaluations.
Day-Night Sound Level (Ldn): The Leq of the A-weighted noise level over a 24-hour period with a 10 dB penalty applied to noise levels between 10 p.m. and 7 a.m.

[15] The Transportation Element of the San Francisco General Plan contains Policy 20.1, which calls for "giving priority to transit vehicles based on a rational classification system of transit preferential streets (TPS)." The policy discussion elaborates that the TPS classification system should consider the multi-modal functions of the street, the existing and potential levels of transit service and ridership, and the existing transit infrastructure. A map of Transit Preferential Streets is provided in Map 9 of the Transportation Element.

also, the same as for the proposed Housing Element. In sum, the significance of the environmental impacts associated with Alternative C were determined be similar to the significance of the impacts for the 2009 Housing Element. The growth projected in San Francisco over the Housing Element EIR review period was driven by assumptions based on regional demand, and therefore the EIR concluded that the policies contained within the Housing Element could incrementally affect the type of housing developed and, to some extent, the size of individual projects, but would not affect the overall number of units expected. Therefore, while some environmental impacts associated with Alternative C were determined to be either incrementally more or incrementally less severe than the impacts that were identified for the 2009 Housing Element, the difference in the severity of effects of Alternative C as compared to the 2009 Housing Element was not substantial.

Changed Circumstances since Certification of FEIR

Since certification of the FEIR, a number of revisions have been made to the Planning Code, General Plan, and other city policies and regulations (including the Inclusionary Housing Program, Standards for Bird-Safe Buildings, and others) related to housing and development in San Francisco. Most changes to the Planning Code and other documents can be found on the Planning Department's website: http://www.sf-planning.org/index.aspx?page=2977. Those changes were independent from the adoption of the Housing Element and have undergone independent review under CEQA. The revisions primarily pertain to neighborhood-specific issues, and none of them would result in changes that substantially deviate from the overarching goals and objectives that were articulated in the 2009 or 2014 Housing Element (such as directing growth to certain areas of the City, promoting preservation of residential buildings, etc.) in a way that could render the conclusions reached in the FEIR as invalid or inaccurate. These revisions to the regulatory environment also would not be expected to affect the severity of impacts discussed in the FEIR. Further, no new information has emerged that would materially change the analyses or conclusions set forth in the FEIR. Any additional draft amendments proposed for adoption, but not yet adopted, would be reviewed for environmental impacts prior to adoption.

Changes to Housing Projections

The FEIR contains population and housing projections that have since been updated. As reported in the 2014 Housing Element,[16] the 2012 American Community Survey estimated San Francisco's population to be about 807,755. ABAG projects continued population growth to 981,800 by 2030 or an overall increase of about 174,045 people who will need to be housed over the next 18 years.[17] In comparison, the 2009 Housing Element projected San Francisco's population at 934,000 by 2030. Household growth, an approximation of the demand for housing, currently indicates a need for some 72,530 new units in the 18 years to 2030. As with the 2009 and 2014 Housing Elements, the proposed AHBP would not change the population and housing projections, as those projections are due to, and influenced by, births, deaths, migration rates, and employment growth, and under current zoning the City can meet that demand. Rather, the AHBP would influence the location and type of residential development that would be constructed to meet demand.

[16] 2014 Housing Element, Part I, p. I.4.

[17] Association of Bay Area Governments, Projections 2013, p. 75.

Approach to Analysis of AHBP Environmental Effects

As discussed above, the Analyzed State Program and the Individually Requested Program (hereafter "the State Programs") implement the State Law. Adoption of the State Programs would codify procedures that articulate the City's preferences and priorities for implementing the State Law in San Francisco. Project sponsors of qualifying projects in San Francisco already are entitled to receive the density bonuses and concessions and incentives that would be offered by the State Programs. The State Programs would make it easier for project sponsors to take advantage of the State Law, since State Program projects would not be required to receive exceptions or other allowances from applicable Planning Code requirements, such as through a conditional use, variance or Planning Code amendment. The two AHBP State Law avenues, however, would not be expected to substantially increase the number of projects that are developed consistent with State Law, because the underlying financial feasibility of developing a particular parcel would not substantially change with adoption of the State Programs. Furthermore, Alternative C in the FEIR identified potential policies, including increased heights and expanded building envelopes, that would allow more intense housing development in certain areas of San Francisco. Alternative C thereby reflected the potential for construction of relatively larger buildings with higher affordability levels in particular locations, such as along rapid transit corridors. Thus, because the State Law was already assumed as part of the baseline regulatory environment for both the Housing Element and Alternative C, impacts from implementation of the State Law through the State Programs were included in the analysis of the Housing Element in the FEIR. It is worth noting, however, that future proposed projects seeking to take advantage of the State Programs, or any AHBP program, would be subject to additional project-specific environmental review.

The Local Program and 100 Percent Affordable Program (hereafter "the Local Programs") contain additional eligibility requirements that are more restrictive than the requirements for the State Law. These include the affordability, location, unit mix, and environmental requirements. At the same time, the Local Programs have a lower threshold of eligibility regarding the pre-program density requirement (a minimum of three units versus five) and the density bonus offered under the Local Programs is not capped at a certain percentage, as is the State Law. In contrast to the State Programs, the Local Programs were not specifically included or assumed as part of the existing regulatory environment in the FEIR. The Department reasonably assumes, however, that projects constructed under the Local Programs would be generally similar to those that qualify for State Law development bonuses and, as with the State programs, would not substantially deviate from the development that the FEIR concluded could proceed under the concepts described in Alternative C.

Pursuant to CEQA, this document focuses specifically on the physical environmental effects that could result from implementing the proposed AHBP. The proposed program does not directly propose new housing development projects and thus, would not directly result in the construction of residential units. However, by allowing for and articulating the City's preferences and priorities for density bonuses and establishing a defined menu of zoning modifications from which a developer could choose, the AHBP could encourage the production of a greater number of market-rate and affordable housing units at any given eligible site than would occur under existing land use controls. In other words, the program would allow for a greater number of residential units to be included in a given development project. This construction would occur because the program would make it more financially feasible for project sponsors to develop or redevelop underutilized sites and include affordable housing. Nonetheless, as noted above, the AHBP would not increase projected demand for housing, nor would it change the total

amount of residential growth (in terms of numbers of units) anticipated in the City. Rather, the program would influence the location, density, building envelope, and affordability of residential development that would be constructed to meet demand.

The program characteristics that have the greatest potential to result in physical environmental effects are the height and density bonuses and the zoning modifications, as they would influence the size of the building envelope and may necessitate deeper foundations and larger lot coverage.

Anticipated Development of AHBP Projects

It is uncertain how many additional new units (affordable or market rate) would be built by project sponsors choosing to take advantage of the proposed AHBP. It is also uncertain precisely which parcels in the City would be developed or redeveloped with AHBP projects as opposed to traditional residential projects. Nonetheless, the Planning Department has estimated a theoretical maximum number of new units that would be built under the Program, based on the assumptions described below, and analyzed the distribution of sites throughout the City where such development would be most likely to occur.

Selection of AHBP Option by Developer

The Planning Department crafted the four proposed AHBP options to provide for a range of program types suiting different project site conditions, project types, and project sponsor needs. The Department anticipates that the Local Program would be the most popular choice by developers because it would provide the greatest benefits, in the form of the bonuses and zoning modifications offered, relative to the costs to qualify (i.e., provision of affordable housing). The Analyzed State Program is anticipated to be the second most popular choice, for similar reasons, and it would be available to projects that do not meet the eligibility requirements for the Local Program. In addition, Local Program and Analyzed State Program projects would benefit from a more streamlined entitlement process, without the need to justify the financial or site constraints that merit specific zoning modifications, relative to Individually Requested Program projects. Although sponsors of projects meeting the affordability and other requirements of the 100 Percent Affordable Program would benefit from an additional 10-foot/one-story height bonus as compared to the Local Program and Analyzed State Program, the 100 Percent Affordable Program would be expected to attract a very small number of applicants on an annual basis due to the financing constraints for such projects. Most 100% affordable projects rely on some form of public funding, sources of which are very limited, and the AHBP would not increase public funding sources. The Individually Requested Program would be expected to attract a small number of projects due to the requirement to justify the financial and/or site constraints that merit the specifically requested zoning modifications, which are not required by the other three programs. Nonetheless, the Planning Department's estimate of theoretical maximum number of new AHBP units takes into account 100 Percent Affordable and Individually Requested Program units.

Development and Other Constraints

In order to determine the likely number of new units that would be constructed under the AHBP, the Planning Department began by identifying the constraints to development of projects eligible to take advantage of the proposed AHBP. As noted above, it is anticipated that most developers would choose either the Local Program or the Analyzed State Program (hereafter "Local or Analyzed Programs"). Therefore these programs would be expected to incentivize the greatest number of residential units and the following discussion of development constraints focuses on these programs.

Location. Developers would be able to take advantage of the Local Program only in locations subject to quantified density limits and that allow three or more units per parcel. These locations, which total 30,850 parcels ("the study area"), constitute approximately 20 percent of all parcels in the City zoned for residential uses (see **Figure 1**). The Analyzed State Program would be available only in locations subject to quantified density limits and that allow five or more units per parcel; these parcels are encompassed within the study area.

Numerous areas of the City that benefit from more recent community plans are not subject to residential density limits, such as areas within the Market Octavia Area Plan, the Eastern Neighborhoods Area Plans, the Balboa Park Plan Area and the Glen Park Plan Area. In these areas, proposed developments are subject to form-based regulation, and are ineligible for the Local or Analyzed Programs. Some individual parcels in areas with form-based zoning where residential use is permitted are expected to take advantage of the 100 Percent Affordable Program, but for the reasons described above this would not constitute a substantial number of sites.

In addition, projects seeking density bonuses under the Local, 100 Percent Affordable, and Analyzed State Programs would not be permitted in RH-1 and RH-2 districts, which allow only one or two units per lot, respectively. RH-1 and RH-2 districts make up approximately 72% of all existing land parcels and 50% of the City's developable acreage (meaning non-open space or land that is not federally owned).

As illustrated in **Figure 1**, the study area includes neighborhood commercial districts along Geary Boulevard, Van Ness Avenue, and Balboa, Fillmore, Divisadero, and Taraval streets. In addition, the study area includes some parcels along Van Ness Avenue and Mission, Third, Irving, and Judah streets.

The study area includes zoning districts in which mixed-use development is already encouraged or permitted (e.g., C (Commercial) districts, NC (Neighborhood Commercial), NCT (Neighborhood Commercial Transit) districts, and RC (Residential-Commercial Combined) districts, among others). Thus, AHBP projects would likely occur in zoning districts that have neighborhood-, city-, or regional-serving commercial uses in areas close to major transit lines (i.e., the Muni rapid network) and on major automobile arterials. **Figure 2** shows the location of the Muni rapid network in relation to the study area.

Existing and Proposed Site Development. The majority of parcels throughout San Francisco are already developed with existing buildings that are not anticipated to be redeveloped. A total of 13,800 parcels in the study area are currently developed to more than 30% of the permitted site capacity.[18] Even with the density and height bonuses offered to projects qualifying for the Local and Analyzed Programs, it is unlikely that the financial incentives of the programs would be sufficient to incentivize redevelopment of those parcels. This standard assumption applies because the value of the existing uses on those parcels most likely exceeds the relative value of the new development potential, less the cost of redeveloping the parcel. These costs include the monetary cost of project design, environmental review, entitlement processing, demolition, and construction. Furthermore, because redevelopment entails an inherent uncertainty about whether the project would successfully receive entitlements, parcels already developed 30% above the permitted site capacity are unlikely to undergo the redevelopment process.

[18] The Planning Department divides the square footage of a building or buildings on a given parcel by the total square footage theoretically allowed on that same parcel under existing zoning controls (i.e., height limit, rear yard requirement, bulk controls, etc.) to calculate to what percent of zoned capacity the parcel is currently developed.

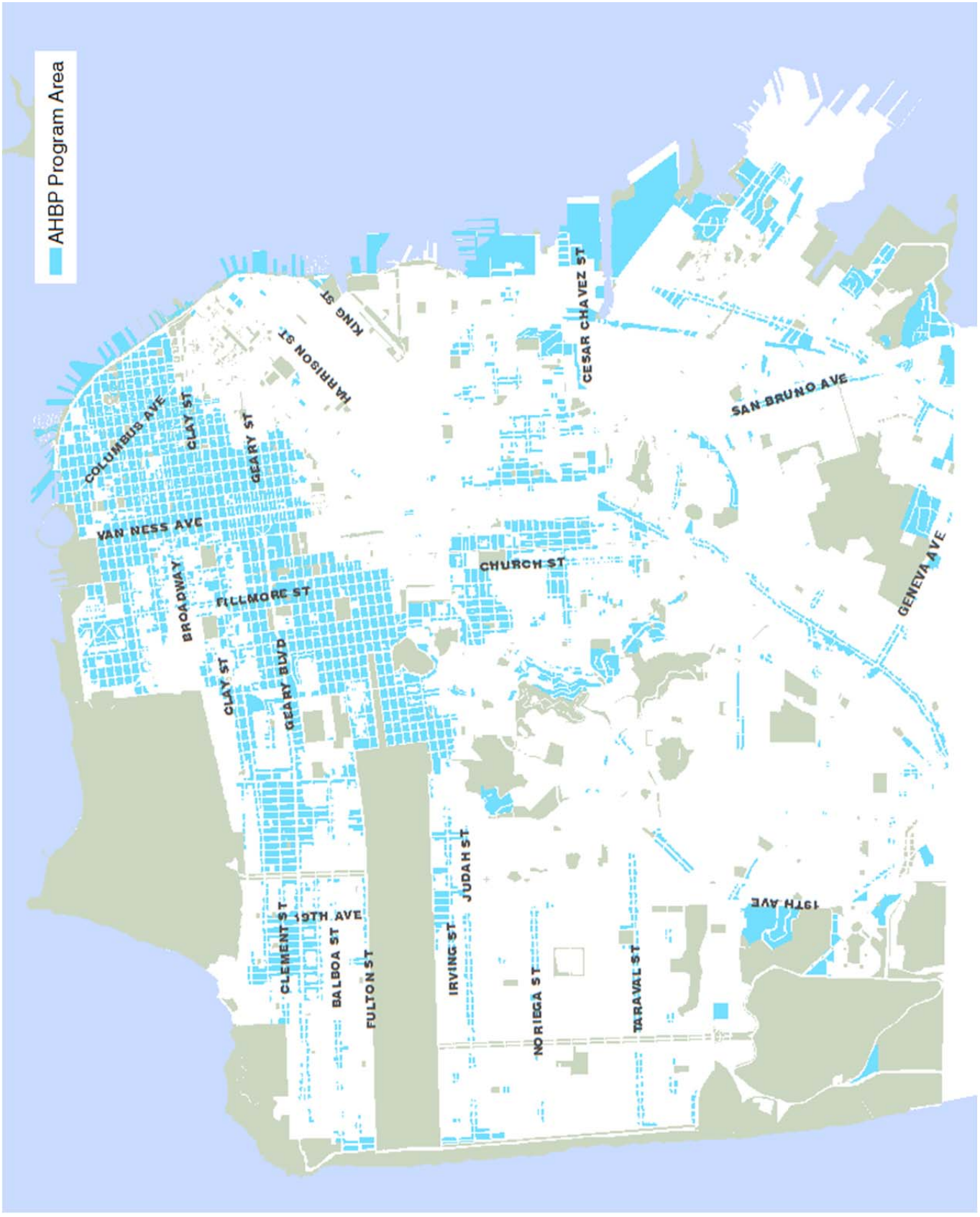

FIGURE 1: AHBP STUDY AREA

SOURCE: San Francisco Planning Department, 2016

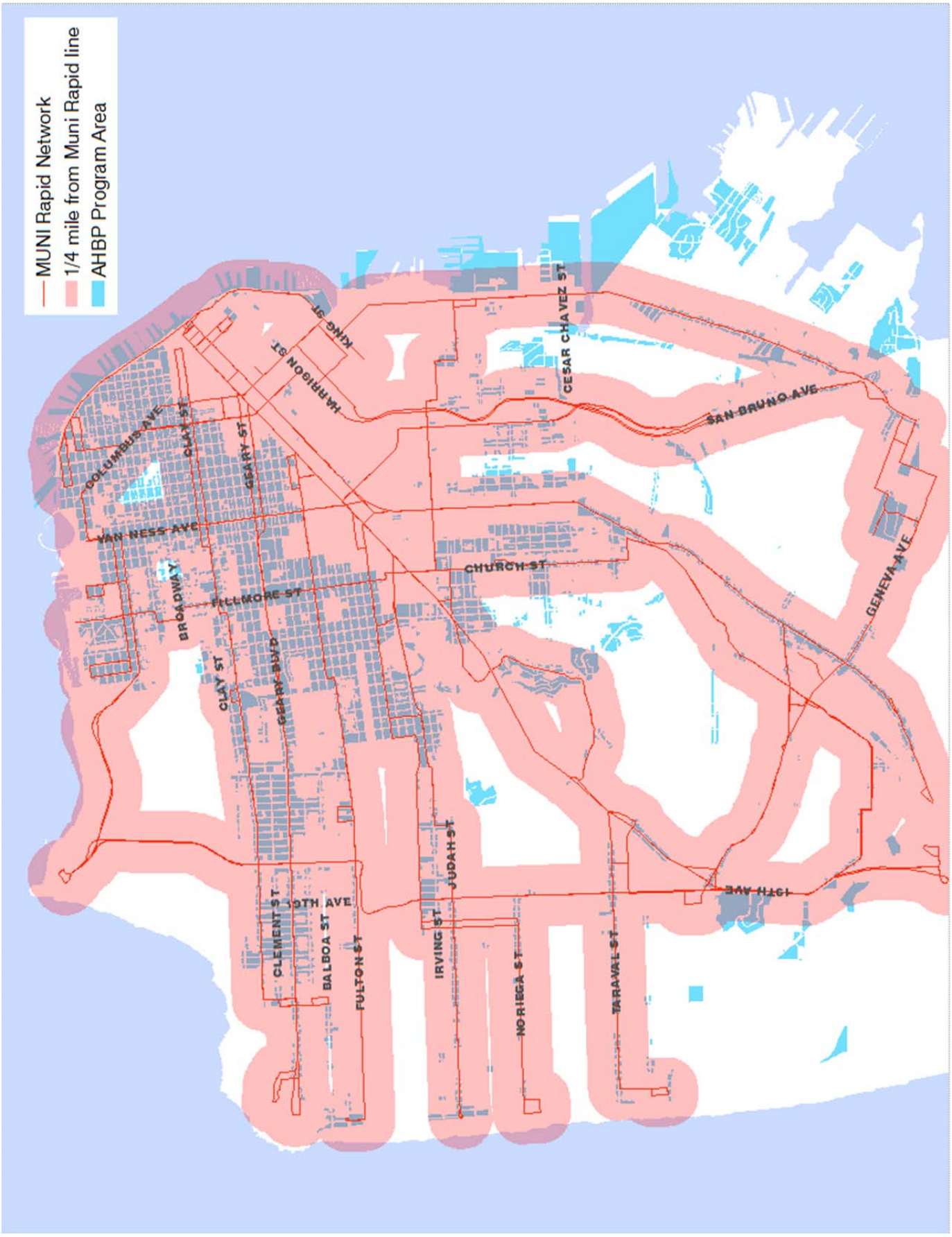

FIGURE 2: AHBP STUDY AREA AND MUNI RAPID NETWORK

SOURCE: San Francisco Planning Department, 2016

In addition to the above, the type and age of existing development is a factor in assessing the likelihood of a given parcel being redeveloped. Certain existing uses make redevelopment prohibitively costly or unlikely, either due to the nature of the existing uses or due to existing Planning Code regulations or policies that discourage demolition and reconstruction. Within the study area, these uses include: hospitals, San Francisco Housing Authority properties, single resident occupancy (SRO) hotels, schools, parcels containing rent-controlled residential units, parcels containing historic properties (those with Planning Department Historic Resource Status Code of A, signifying "Historic Resource Present"), churches, and parcels with existing residential units. These uses are strongly regulated and/or their redevelopment is discouraged, making them difficult to redevelop. As noted above, projects that would result in a significant impact to a historic resource would not be eligible for the Local Programs. Parcels with buildings constructed after 1990 are also less likely to be redeveloped due to the age and relative health of the existing building.

In addition, parcels that are currently vacant but where buildings are either under construction or have received their entitlements are unlikely to be modified and reapproved under the AHBP. Furthermore, projects that are moving through the entitlement process (so-called "pipeline projects") are very unlikely to be modified to be an entirely different project. This is because the sponsor's recent substantial investments in non-construction costs, including site acquisition, architectural design, engineering, legal fees, application fees, pursuit of entitlements, and carrying costs are strong incentives to stay the course and not risk the additional time and expense associated with project revisions to conform with the AHBP. Even if some project sponsors of pipeline projects opt to modify their project to take advantage of the AHBP, the increased development capacity on those sites would be negligible in the context of this EIR addendum analysis. Currently, there are only 26 pipeline projects in the project area. Individual AHBP projects will be subject to individual environmental review.

Exclusion of parcels with the aforementioned site development characteristics from the study area leaves a remainder of 3,475 parcels.

Other Considerations. To be eligible for the Local or Analyzed Programs, project sponsors would be required to provide affordable housing units on site, including inclusionary units under Planning Code Section 415. Some developers, however, would not find it desirable, for financial or business reasons, to provide onsite affordable housing and would rather elect to pay the in-lieu fee under Planning Code Section 415. Historically, approximately 21% of residential projects subject to Section 415 elect to pay the in-lieu fee.[19]

Lastly, on any given parcel, factors such as the shape of the parcel, topography, and other considerations, such as neighborhood opposition, would affect the likelihood of a given site being redeveloped.

Theoretical Maximum Number of Bonus Units

As noted, of the 30,850 parcels in the City in locations that would permit Local Program projects (and, to a lesser degree, Analyzed State Program projects), 3,475 parcels are free of the above-described development constraints that would make their redevelopment unlikely.

[19] According to the San Francisco Mayor's Office of Housing, between 1992 and 2014, the inclusionary housing ordinance resulted in 1,787 onsite units, or 81 onsite units per year, on average. See http://sf-moh.org/modules/showdocument.aspx?documentid=8736, accessed January 7, 2016.

Planning Department staff then identified a subset of these 3,475 parcels that were either vacant or built to 5% or less of their zoned capacity. The number of parcels in the study area that contain existing buildings or are built to greater than 5% of their zoned capacity equals 3,235 parcels. Because the remaining 240 parcels, or "soft sites," are either vacant or developed to less than 5% of zoned capacity, and are therefore deemed to have the characteristics that make them the most likely to be of sufficient appeal to developers seeking to take advantage of the Local Program.

Under existing density, height, and bulk controls, the 240 soft sites have the capacity to accommodate approximately 7,400 housing units, including 890 affordable units.[20] If all 240 sites were developed consistent with the Local Program, they could accommodate approximately 16,000 housing units, including 5,000 affordable units. If the 240 soft sites were developed consistent with the Analyzed State Program, they would have the capacity for up to 10,000 housing units, including approximately 1,500 affordable units. Thus, it is assumed that the AHBP could incentivize the development of between 10,000 and 16,000 housing units. For the purpose of this analysis, this addendum reasonably assumes that this development would occur over a 20-year period.[21]

It should be noted that the theoretical maximum development of up to 16,000 bonus units does not take into account the "Other Considerations" described above. In addition, this analysis assumes that developers of all 240 soft sites elect to participate in the Local Program and maximize the number of units built on those lots. In reality, for some sites, the Local Program would not provide sufficient additional development potential compared to current zoning or the Analyzed State Program. On such sites, development under existing zoning or the Analyzed State Program would yield fewer units.

As noted previously, implementation of the AHBP, in and of itself, would not result in new development; instead, the program would create a procedure for complying with the State Density Bonus Law, as well as establish additional incentives for including affordable housing above that required by the City's Inclusionary Housing Program. Future impacts to the environment, however, could occur as a result of specific development projects on individual sites. Individual projects would be subject to site-specific environmental review.

Consistent with the 2004 and 2009 Housing Element FEIR, this addendum does not attribute any difference in environmental impacts to affordable housing as compared to market-rate housing; thus, the addendum analyzes the buildout of all residential units on the soft sites, regardless of their affordability level.

The above-described theoretical maximum development of AHBP units is a reasonable basis for assessing the physical environmental impacts of the program for CEQA purposes. In addition, it provides a basis for understanding the effectiveness of the program at meeting its goal of incentivizing affordable housing production pursuant to Implementing Program 39b of the 2014 Housing Element.

[20] This assumes that all required inclusionary affordable units would be provided onsite.

[21] Twenty years, or approximately so, is commonly used as a forecast horizon for growth projections in planning and CEQA documents. For example, the 2009 Housing Element projected population growth over a 21-year period.

2009 Housing Element

The FEIR concluded that the 2009 Housing Element would result in less-than-significant impacts related to land use and land use planning. The 2009 Housing Element would not conflict with applicable land use plans, policies, or regulations, including, but not limited to, the *San Francisco General Plan* (*General Plan*), the *San Francisco Countywide Transportation Plan*, and the *San Francisco Bicycle Plan*. Individual development projects would be reviewed for consistency and compliance with applicable land use plans, policies, or regulations. The 2009 Housing Element would not physically divide established communities by promoting the construction of physical barriers to neighborhood access, such as new freeways, or by removing existing means of access, such as bridges or roadways. The 2009 Housing Element would not have a substantial impact upon the existing character of San Francisco. Individual development projects would undergo design review to ensure that new construction is compatible with the neighborhoods in which the projects are located. In addition, individual development projects would be reviewed for compliance with San Francisco Planning Code (Planning Code) regulations to ensure that the proposed land uses are permitted in the zoning districts in which the projects are located.

As discussed in the FEIR, Alternative C would promote taller and denser buildings than would the 2009 Housing Element. The FEIR concluded that these taller and denser buildings could result in incrementally greater impacts related to land use and land use planning, but these impacts would be less than significant.

Modified Project (AHBP)

The AHBP would promote housing along or near transit corridors and on sites in established neighborhoods throughout San Francisco. The AHBP includes Planning Code amendments that would allow qualifying projects to exceed existing height limits, resulting in buildings that could be taller and denser than what is currently permitted under existing regulations.

Plans, policies, and regulations adopted for the purpose of avoiding or mitigating an environmental effect are those that directly address environmental issues and/or contain targets or standards that must be met in order to maintain or improve characteristics of the City's physical environment. Examples of such plans, policies, or regulations include the Bay Area Air Quality Management District's *2010 Clean Air Plan* and the San Francisco Regional Water Quality Control Board's *San Francisco Basin Plan*. The AHBP would not directly conflict with any plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. Individual development projects proposed under the AHBP would be evaluated by City decision-makers for their consistency with such plans, policies, or regulations, and conflicts would need to be addressed prior to the approval of any entitlements.

The AHBP would not physically divide established communities by calling for the construction of physical barriers to neighborhood access, such as freeways, or the removal of existing means of access, such as bridges and roadways. AHBP projects would generally be constructed on vacant or underutilized sites along or near transit corridors and in established residential neighborhoods. New freeways would not need to be constructed to provide access to and from these projects, and existing bridges and roadways would not need to be removed to accommodate the development of these projects.

The AHBP would not have a substantial impact on the existing land use character of San Francisco. The AHBP would promote housing in zoning districts that currently allow residential and neighborhood-serving commercial uses. AHBP projects would introduce new residential and neighborhood-serving commercial uses to established neighborhoods in which such land uses already exist. Therefore, AHBP projects would be largely compatible with the existing land use character of the neighborhoods in which they would be located. AHBP projects could be taller and denser than both non-AHBP projects and existing development. However, the increased height and density would not affect the land use character of a neighborhood in which an AHBP project is located, because new residential uses would be compatible with existing residential uses whether they are housed in a three-story building with fewer units or a five-story building with more units. The physical environmental impacts associated with taller buildings are discussed under the topics of Aesthetics and Wind and Shadow, and the physical environmental impacts associated with denser buildings are discussed under the topics of Population and Housing, Recreation, Utilities and Service Systems, and Public Services.

For these reasons, the AHBP would result in less-than-significant impacts related to land use and land use planning. The AHBP would not result in more severe impacts than the 2009 Housing Element or Alternative C, would not result in new significant impacts beyond those identified in the FEIR, and would not require new mitigation measures. Furthermore, there is no new information that would alter the FEIR's conclusions regarding impacts related to land use and land use planning.

Aesthetics

2009 Housing Element

The FEIR concluded that the 2009 Housing Element would result in less-than-significant impacts on aesthetics. The 2009 Housing Element would not have a substantial adverse effect on a scenic vista, would not damage scenic resources that contribute to a scenic public setting, and would not degrade the existing visual character of San Francisco. As discussed in the FEIR, future development would be required to comply with existing regulations adopted for the purpose of avoiding such impacts. The FEIR also found that the 2009 Housing Element would not create new sources of substantial light and glare that would adversely affect day or nighttime views or would substantially affect other people or properties. New exterior lighting associated with future development would be focused on specific areas rather than illuminating large areas that are currently not illuminated. Furthermore, all future development would be required to comply with Planning Commission Resolution No. 9212, which prohibits the use of highly reflective or mirrored glass in new construction.

As discussed in the FEIR, Alternative C would promote taller buildings than would the 2009 Housing Element. The FEIR concluded that these taller buildings could result in incrementally greater impacts related to aesthetics, but these impacts would be less than significant.

Modified Project (AHBP)

The AHBP would allow qualifying projects to exceed existing height limits in certain locations throughout San Francisco, resulting in buildings that could be taller than what is currently permitted under existing regulations. For this reason, adoption of the AHBP could indirectly affect the visual character of the areas in which AHBP projects are located.

CEQA was amended in 2013 to add Public Resources Code ("PRC") Section 21099 regarding the analysis of aesthetics and parking impacts for certain urban infill projects in transit priority areas.[22] PRC Section 21099(d) provides that, "aesthetics and parking impacts of a residential, mixed-use residential, or employment center project on an infill site located within a transit priority area shall not be considered significant impacts on the environment." Accordingly, aesthetics and parking are no longer to be considered in determining if a project has the potential to result in significant environmental effects for projects that meet all of the following three criteria:

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

Since the AHBP would promote housing on infill sites along or near transit corridors throughout San Francisco, most, if not all, AHBP projects would meet all three of the criteria listed above. Pursuant to PRC Section 21099, AHBP projects that meet the three criteria listed above would not result in significant impacts related to aesthetics. In addition, implementation of the AHBP Design Guidelines and Planning Commission Resolution No. 9212 would ensure that AHBP projects would be architecturally and visually compatible with the neighborhoods in which they are located. Since AHBP projects would likely be scattered throughout the City and not concentrated in any one neighborhood or particular block, adoption of the AHBP would not have significant impacts related to aesthetics. Buildings that are somewhat taller or denser than their surrounding context are common and expected in urban environments.

For these reasons, adoption of the AHBP would result in less-than-significant impacts related to aesthetics. The AHBP would not result in more severe impacts than the 2009 Housing Element or Alternative C, would not result in new significant impacts beyond those identified in the FEIR, and would not require new mitigation measures. Furthermore, there is no new information that would alter the FEIR's conclusions regarding impacts related to aesthetics.

Population and Housing

2009 Housing Element

The FEIR concluded that the 2009 Housing Element would result in less-than-significant impacts related to population and housing. As noted above, population growth in San Francisco and the region is primarily a result of births, deaths, migration, and employment growth. The growth projections in the FEIR were not driven by assumptions regarding proposed development. The purpose of the 2009 Housing Element is to provide ways for housing supply to meet housing demand and need; if housing supply were the basis for the growth projections, there would be no need for a housing element. For this reason, the 2009 Housing Element would not induce a substantial amount of population growth above the level anticipated in regional growth projections generated by the Association of Bay Area Governments.

[22] A "transit priority area" is defined in as an area within one-half mile of an existing or planned major transit stop. A "major transit stop" is defined in Section 21064.3 of the California Public Resources Code as a rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods. A map of transit priority areas in San Francisco can be found at http://sfmea.sfplanning.org/CEQA%20Update-SB%20743%20Summary.pdf.

Implementation of the 2009 Housing Element would not displace substantial numbers of existing housing units or people. Individual development projects would be subject to regulations that limit the demolition and merger of existing housing units, which would reduce the need to construct replacement housing.

As discussed in the FEIR, Alternative C would promote taller and denser buildings than would the 2009 Housing Element. These taller and denser buildings could result in incrementally greater impacts related to population and housing, but these impacts would be less than significant.

Modified Project (AHBP)

The AHBP would not directly induce population growth above that anticipated by regional growth projections due to births, deaths, migration and employment growth; rather, it would be a new mechanism for providing housing supply – particularly affordable housing – to meet demand. The AHBP would promote housing in certain areas of San Francisco and could influence the design or types of buildings in which projected population growth is housed. In addition, the AHBP would not indirectly induce substantial population growth by calling for the extension of roads, utilities, or other infrastructure. The AHBP would promote housing along or near transit corridors and in established neighborhoods that are already served by roads, utilities, and other infrastructure. Individual projects proposed under the AHBP would be evaluated for their impacts on demand for roads, utilities, and other infrastructure.

The AHBP would not displace substantial numbers of existing housing units or residents by calling for the demolition of existing housing stock. Individual AHBP projects that involve the conversion or demolition of existing housing units would be subject to local policies and regulations that protect existing housing stock. These policies and regulations include, but are not limited to, the Housing Element of the General Plan; Planning Code Section 317: Loss of Dwelling Units through Demolition, Merger, and Conversion; San Francisco Administrative Code (Administrative Code) Chapter 41: Residential Hotel Unit Conversion and Demolition Ordinance; Administrative Code Chapter 41A: Residential Unit Conversion Ordinance; and Administrative Code Chapter 41C: Time-Share Conversion Ordinance. Required compliance with these policies and regulations would ensure that AHBP projects would not displace substantial numbers of existing housing units or residents, thus minimizing the demand for replacement housing and the environmental impacts associated with the construction of replacement housing.

The AHBP would not directly displace businesses, but AHBP projects that involve demolition of existing buildings could displace businesses. The physical effects of business displacement would be considered on an individual basis as part of the environmental review process for each project, because such impacts are project-specific and location-specific. Without individual development proposals to evaluate, it would be speculative to conclude that the AHBP would result in significant overall impacts related to business displacement.

Although businesses are not afforded the same type of protection as residents where displacement is concerned, the City operates several programs to assist displaced businesses. The Office of Economic and Workforce Development runs the Invest in Neighborhoods program, which helps displaced businesses find relocation sites and, under certain circumstances, can provide funding for specific construction improvements, such as façade upgrades. The Small Business Development Center offers pro bono legal advice and technical assistance, and the Office of Small Business provides one-to-one case management assistance with licenses, permits, and financing. In addition to these existing programs, the AHBP includes additional protection for businesses that could be displaced. Sponsors of AHBP projects that

involve demolition of existing buildings and displacement of businesses would be required to notify the affected businesses prior to the start of environmental review, which would provide the affected businesses with more time (anywhere from one to two years) to develop and implement relocation plans. The addition of this notification requirement, in conjunction with the existing programs, would reduce impacts on businesses that could be displaced as a result of the development of AHBP projects.

For these reasons, the AHBP would result in less-than-significant impacts related to population and housing. The AHBP would not result in more severe impacts than the 2009 Housing Element or Alternative C, would not result in new significant impacts beyond those identified in the FEIR, and would not require new mitigation measures. Furthermore, there is no new information that would alter the FEIR's conclusions regarding impacts related to population and housing.

Cultural and Paleontological Resources

2009 Housing Element

The FEIR concluded that the 2009 Housing Element could result in a substantial adverse change to a historic resource if it promoted inappropriate alterations to or demolition of an existing building that is a historic resource, inappropriate new construction in a historic district, or demolition by neglect.[23] The FEIR also found that assessing such impacts on historic resources would be most appropriate during the review of individual development projects proposed under the 2009 Housing Element. Such impacts would be offset through required compliance with existing federal, state, and local regulations that protect historic resources.

The FEIR also found that the 2009 Housing Element would not result in a substantial adverse change to an archeological resource, would not destroy a paleontological resource or site or unique geologic feature, and would not disturb human remains. Individual development projects that could have potential impacts on archeological resources, paleontological resources, or human remains would be subject to existing regulations that protect such resources. These regulations include, but are not limited to, the National Historic Preservation Act and the California Public Resources Code. In addition, the Planning Department has established procedures to assess impacts on archeological resources as well as mitigation measures to reduce potentially significant impacts to less-than-significant levels.

As discussed in the FEIR, Alternative C would promote a larger number of development projects as well as taller and denser buildings than would the 2009 Housing Element. The FEIR concluded that this increased amount of development, combined with potentially taller buildings, in or adjacent to existing historic districts could result in incrementally greater impacts on cultural and paleontological resources, but these impacts would be less than significant.

Modified Project (AHBP)

The AHBP would not directly alter or encourage the alteration of existing historic resources. However, individual development projects proposed under the AHBP could result in direct effects on historic

[23] CEQA defines "substantial adverse change" as "demolition, destruction, relocation or alteration," activities that would impair the significance of a historical resource either directly or indirectly. Demolition by neglect is the gradual deterioration of a building when routine or major maintenance is not performed and/or when a building is allowed by the owner to remain vacant and open to vandals.

resources through demolition or alteration of existing buildings or through new construction in existing historic districts. AHBP projects would be evaluated for their potential impacts on historic resources during the environmental review process. In order to be eligible for the Local and 100 Percent Affordable programs, project sponsors must demonstrate that their projects would not result in a substantial adverse change in a historic resource. If the Planning Department determines that a project would result in a substantial adverse change in a historic resource, then the project would not be eligible for the Local and 100 Percent Affordable programs. The project would need to be modified in order to avoid causing such a change, or the project could not be approved under these programs. Given this constraint, projects proposed under the Local and 100 Percent Affordable programs would result in less-than-significant impacts on historic resources.

As discussed in the project description, there is an existing State Density Bonus Law that allows developers to seek density bonuses in exchange for providing affordable housing; this existing law does not require projects to avoid causing substantial adverse changes in historic resources. The AHBP would not change the existing law, but it would provide developers with two avenues (the Analyzed State Program and the Individually Requested Program) for seeking density bonuses in exchange for providing affordable housing; these two State Programs would be consistent with the existing law (i.e., they would not require projects to avoid causing substantial adverse changes in historic resources). Projects proposed under either of the State programs could result in potentially significant impacts on historic resources. These impacts would be evaluated on a project-by-project basis, because impacts on historic resources are project-specific and location-specific. Without individual development proposals to evaluate, it would be speculative to conclude that either of the State Programs would result in significant overall impacts on historic resources. The AHBP would not result in impacts that would be more severe than those that could result from development proposed under the existing State Density Bonus Law.

The AHBP would not directly place or encourage housing in areas of San Francisco that could be underlain by soils containing archeological resources, paleontological resources (i.e., fossils), or human remains. However, individual development projects proposed under the AHBP could be located in such areas. Required compliance with existing federal, state, and local regulations and procedures would ensure that AHBP projects would not result in a substantial adverse change to an archeological resource, would not destroy a paleontological resource or site or unique geologic feature, and would not disturb human remains.

For these reasons, the AHBP would result in less-than-significant impacts on cultural and paleontological resources. The AHBP would not result in more severe impacts than the 2009 Housing Element or Alternative C, would not result in new significant impacts beyond those identified in the FEIR, and would not require new mitigation measures. Furthermore, there is no new information that would alter the FEIR's conclusions regarding impacts on cultural and paleontological resources.

2009 Housing Element

The FEIR concluded that the 2009 Housing Element would result in less-than-significant impacts on traffic, pedestrians, bicycles, loading, emergency access, and construction-related traffic. However, the FEIR concluded that the 2009 Housing Element would result in a significant and unavoidable transit impact, because policies in the 2009 Housing Element that encourage transit-oriented residential development could result in a mode shift toward transit. Such a shift could result in an exceedance of the San Francisco Municipal Railway's capacity utilization standard of 85 percent. The FEIR identified two mitigation measures to address this impact. The first mitigation measure called for the City to implement various transportation plans and programs that would reduce congestion and decrease transit travel times.[24] Since the certification of the FEIR, the Transit Effectiveness Project and the Van Ness Avenue Bus Rapid Transit Project have been approved and are being implemented. The second mitigation measure called for the San Francisco Municipal Transportation Agency to increase capacity by providing more buses. At the time that the FEIR was certified, the feasibility of these mitigation measures could not be established. For this reason, the FEIR concluded that the 2009 Housing Element's impact on transit would be significant and unavoidable.

As discussed in the FEIR, Alternative C would promote taller and denser buildings than would the 2009 Housing Element. In addition, Alternative C would encourage reduced parking requirements for future development and increased density along existing transit lines, resulting in fewer vehicle trips but more transit trips. The FEIR concluded that effects on the roadway network from future development under Alternative C would not be expected to exceed 2025 cumulative conditions. As with the 2009 Housing Element, Alternative C would result in a potentially significant impact on transit but would have no impact on pedestrians, bicycles, loading, emergency vehicle access, or construction-related traffic.

Modified Project (AHBP)

The AHBP would promote housing along or near transit corridors and on sites in established neighborhoods throughout San Francisco, which is consistent with many local plans, policies, and regulations, including the General Plan, the *San Francisco Countywide Transportation Plan*, and the City's Transit First Policy. This type of transit-oriented development would help encourage residents to move away from the use of private automobiles and toward alternatives modes of transportation, such as transit, bicycling, and walking. This mode shift would help reduce impacts on traffic, pedestrians, bicycles, loading, emergency access, and construction-related traffic. Although this mode shift is consistent with the 2009 Housing Element policies, it has the potential to increase the demand for transit service to the degree that the San Francisco Municipal Railway's capacity utilization of 85 percent would be exceeded.[25]

On November 17, 2015, the San Francisco Board of Supervisors adopted the Transportation Sustainability Fee ("TSF") (Ordinance No. 200-15, effective December 25, 2015) to replace the Transit Impact

[24] The FEIR noted that various transportation plans were adopted, but not implemented, or proposed. Adopted plans/programs included SF Park, SF Go, the *San Francisco Bicycle Plan*, the Transbay Terminal, Caltrain Electrification, and High Speed Rail project, and the Central Subway. Proposed plans included congestion pricing, SFMTA's Transit Effectiveness Project, the Van Ness Avenue and Geary Boulevard Bus Rapid Transit projects, and the *San Francisco Better Streets Plan*.

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

Development Fee.[26] The TSF applies to new commercial projects, market-rate residential projects with more than 20 units, and certain institutional projects. Developers of such projects would pay a fee that would fund various transit improvements, including additional buses and trains, the reengineering of streets and transit stops, and upgrades to bicycle, and pedestrian facilities. The AHBP could reasonably result in a higher number of market-rate residential projects with more than 20 units than under existing zoning regulations. Therefore, more projects would be subject to the TSF, and more revenue would be generated to mitigate transit impacts.

For these reasons, the AHBP would result in less-than-significant impacts on traffic, pedestrians, bicycles, loading, emergency access, and construction-related traffic, but it would result in a significant and unavoidable impact on transit. The AHBP would not result in more severe impacts than the 2009 Housing Element or Alternative C, would not result in new significant impacts beyond those identified in the FEIR, and would not require new mitigation measures. Furthermore, there is no new information that would alter the FEIR's conclusions regarding impacts on transportation and circulation.

Noise

2009 Housing Element

The FEIR concluded that the 2009 Housing Element would result in a less-than-significant impact related to a substantial temporary or periodic increase in ambient noise levels due to policies that discourage demolition and encourage maintenance of the City's existing housing stock. In addition, all construction activities are required to comply with the regulations set forth in the San Francisco Noise Ordinance (Noise Ordinance).

The FEIR concluded that the 2009 Housing Element would not result in the exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels, because potential impacts resulting from groundborne vibration or groundborne noise due to construction activities would be reduced to less-than-significant levels through compliance with federal, state, and local regulations. The FEIR also found that the 2009 Housing Element would not result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing at the time of that the Notice of Preparation of an EIR was published.

Lastly, the FEIR concluded that the 2009 Housing Element would result in a significant but mitigable impact related to the exposure of persons to, or generation of, noise levels in excess of established standards. The FEIR concluded that by encouraging future growth along transit corridors within the City, such growth could be located in areas with existing ambient noise levels exceeding 60 dBA L_{dn}, which is the maximum satisfactory exterior noise level for residential areas.[27, 28] Interior noise levels for residential uses are addressed through compliance with the noise standards set forth in Title 24 of the California Code of Regulations, as implemented during the design and review phase for individual development projects.

---

[26] San Francisco Board of Supervisors, Ordinance No. 200-15, adopted November 17, 2015. Available at http://www.sfbos.org/ftp/uploadedfiles/bdsupvrs/ordinances15/o0200-15.pdf, accessed January 13, 2016.

[27] The standard method used to quantify environmental noise involves evaluating the sound with an adjustment to reflect the fact that human hearing is less sensitive to low-frequency sound than to mid- and high-frequency sound. This measurement adjustment is called "A" weighting, and the data are reported in A-weighted decibels (dBA).

[28] L_{dn} is the average equivalent sound level during a 24-hour day, obtained after the addition of 10 dB to sound levels during nighttime hours (from 10:00 p.m. until 7:00 a.m.).

However, some areas of the City may be especially noisy. FEIR Mitigation Measure M-NO-1: Interior and Exterior Noise, requires the preparation of a noise analysis for new residential development projects located on streets with noise levels above 75 dBA L_{dn}. The noise analysis shall include, at a minimum, (1) a site survey to identify potential noise-generating uses within two blocks of the project site and (2) at least one 24-hour noise measurement with maximum noise level readings taken at least every 15 minutes prior to completion of the environmental review. The analysis shall demonstrate with reasonable certainty that Title 24 standards, where applicable, can be met. FEIR Mitigation Measure M-NO-1 also requires that open space for new residential uses be protected, to the maximum extent feasible, from existing ambient noise levels that could prove annoying or disruptive to users of the open space. Implementation of this measure could involve designing the project in a way that uses the building itself to shield on-site open space from noise sources, constructing noise barriers between on-site open space and noise sources, and appropriately using both common and private open space in multi-unit residential buildings. Since the certification of the FEIR, this mitigation measure has been implemented as part of every proposed residential project that (1) is located on a street with ambient noise levels above 75 dBA L_{dn} and/or (2) includes open space.

As discussed in the FEIR, Alternative C would promote taller and denser buildings than would the 2009 Housing Element. The FEIR concluded that these taller and denser buildings could result in incrementally greater noise and vibration impacts during both the construction and operational phases, but these impacts would be less than significant with implementation of FEIR Mitigation Measure M-NO-1.

Modified Project (AHBP)

The AHBP would promote housing in areas of San Francisco that could have existing ambient noise levels exceeding 60 dBA L_{dn}. Individual development projects proposed under the AHBP would be required to comply with the noise standards set forth in Title 24 as well as the provisions of the Noise Ordinance. As discussed above, AHBP projects that are located on streets with ambient noise levels above 75 dBA L_{dn} or that include open space would be required to implement FEIR Mitigation Measure M-NO-1. Required compliance with existing noise regulations and implementation of FEIR Mitigation Measure M-NO-1 would ensure that new noise-sensitive receptors occupying AHBP projects would not be substantially affected by existing noise levels. No additional mitigation measures to address noise impacts on noise-sensitive receptors are necessary.

Construction of AHBP projects would result in temporary site-specific increases in noise and vibration levels. Once construction has been completed, noise and vibration produced by construction equipment and construction vehicles would cease. In addition, all construction activities in San Francisco are required to comply with the Noise Ordinance, which prohibits construction between the hours of 8:00 p.m. and 7:00 a.m. Construction of AHBP projects would generate vibration that could damage adjacent or nearby buildings. The DBI is responsible for reviewing building permit applications to ensure that proposed construction activities, including pile driving, shoring, and underpinning, comply with all applicable procedures and requirements and would not materially impair adjacent or nearby buildings.

Vehicle traffic is a primary source of noise and vibration throughout San Francisco. Like the 2009 Housing Element, the AHBP would promote housing in some areas along or near major transportation corridors that have higher ambient noise and vibration levels than other areas of San Francisco. Although AHBP

projects could be taller and denser than development anticipated under the 2009 Housing Element, AHBP projects would not include substantially more units such that there would be a noticeable increase in traffic noise and vibration. Vehicle traffic generated by AHBP projects would result in localized increases in noise and vibration levels, but these increases would not be substantial given the elevated noise and vibration levels that already exist along major transportation corridors.

AHBP projects would include mechanical equipment, such as heating and ventilation systems, that could produce operational noise and potentially disturb adjacent and nearby noise-sensitive receptors. The operation of this mechanical equipment is subject to the provisions of the Noise Ordinance. Compliance with the Noise Ordinance would minimize noise from building operations.

For these reasons, the AHBP would result in less-than-significant noise and vibration impacts. The AHBP would not result in more severe impacts than the 2009 Housing Element or Alternative C, would not result in new significant impacts beyond those identified in the FEIR, and would not require new mitigation measures. Furthermore, there is no new information that would alter the FEIR's conclusions regarding noise and vibration impacts.

Air Quality

2009 Housing Element

The FEIR concluded that the 2009 Housing Element would result in less-than-significant impacts on air quality. As discussed in the FEIR, the 2009 Housing Element would not increase the overall citywide population from 2009 to 2025 above the level assumed in the *Bay Area 2005 Ozone Strategy*, which was the applicable air quality plan at the time the FEIR was prepared. During this 16-year period, the number of vehicle-miles-traveled would increase at a lower rate than the rate of population growth, meaning that air pollution from vehicles would not outpace the population growth anticipated in the *Bay Area 2005 Ozone Strategy*. For these reasons, the 2009 Housing Element would not conflict with or obstruct implementation of the applicable air quality plan and would not violate an air quality standard or contribute substantially to an existing or projected air quality violation. In addition, all construction activities associated with individual development projects would be subject to the provisions of the Construction Dust Control Ordinance.

The FEIR concluded that the 2009 Housing Element would not expose sensitive receptors to substantial air pollutant concentrations. Increased housing development along or near transit corridors could increase concentrations of certain air pollutants, including $PM_{2.5}$, NO_2, and toxic air contaminants, on some roadways within San Francisco. At the same time, increased density and associated shifts from private automobiles to alternative modes of transportation, such as transit, bicycling, and walking, could reduce the overall expected growth of vehicle trips and vehicle-miles traveled. In addition, Article 38 of the San Francisco Health Code contains requirements for air quality assessment and mitigation when new residential exposures exceed action levels for acceptable air pollutant concentrations.

The FEIR also concluded that the 2009 Housing Element would result in less-than-significant impacts related to carbon monoxide (CO) concentrations. To support this conclusion, CO concentrations were calculated based on simplified CALINE4 screening procedures developed by the Bay Area Air Quality Management District (BAAQMD). Based on the modeling, under future 2025 cumulative traffic conditions, none of the 10 worst-performing intersections included in the model would exceed

CO standards. Thus, it was assumed that if CO levels at the 10 worst-performing intersections do not exceed the CO thresholds, then the remaining 50 intersections analyzed in the traffic study would not exceed the CO thresholds.

Lastly, the FEIR concluded that the 2009 Housing Element would result in less-than-significant impacts related to objectionable odors, because residential uses generally do not create objectionable odors.

As discussed in the FEIR, Alternative C would promote taller and denser buildings than would the 2009 Housing Element. In addition, Alternative C would encourage increased density along existing transit lines, resulting in fewer vehicle miles traveled but more transit trips. The FEIR concluded that overall air quality impacts associated with taller and denser transit-oriented development under Alternative C would be incrementally reduced when compared to the impacts under the 2009 Housing Element. The air quality impacts under Alternative C would be less than significant.

Modified Project (AHBP)

The AHBP would not directly contribute to air pollutant emissions, but individual development projects proposed under the AHBP would contribute to air pollutant emissions during their construction and operational phases. AHBP projects would be subject to state, regional, and local plans, policies, and regulations related to the protection of air quality. These plans, policies, and regulations include, but are not limited to, the BAAQMD's *2010 Clean Air Plan*, the San Francisco Construction Dust Control Ordinance, and Article 38 of the San Francisco Health Code. The Construction Dust Control Ordinance requires that all site preparation work, demolition, or other construction activities that have the potential to create dust or to expose or disturb more than 10 cubic yards or 500 square feet of soil comply with specified dust control measures. Such measures include watering all active construction areas sufficiently to prevent dust from becoming airborne, wet sweeping or vacuuming the streets, sidewalks, paths, and intersections where work is in progress at the end of the workday, and covering inactive stockpiles of excavated material, backfill material, gravel, sand, road base, and soil. Pursuant to Article 38, any project, AHBP or otherwise, located in an Air Pollutant Exposure Zone (APEZ) would be required to provide an enhanced ventilation system to protect its residents from exposure to toxic air contaminants. In addition, any project, AHBP or otherwise, located in an APEZ may be subject to mitigation measures that are necessary to reduce construction-related air quality impacts to less-than-significant levels. Required compliance with these plans, policies, and regulations would ensure that AHBP projects would not violate an air quality standard, contribute substantially to an existing or projected air quality violation, or expose sensitive receptors to substantial air pollutant concentrations.

Residential uses generally do not create objectionable odors. Land uses that commonly create objectionable odors include wastewater treatment plants, oil refineries, landfills, and composting facilities. Since AHBP projects would not include these types of land uses, AHBP projects would not create objectionable odors.

For these reasons, the AHBP would result in less-than-significant impacts on air quality. The AHBP would not result in more severe impacts than the 2009 Housing Element or Alternative C, would not result in new significant impacts beyond those identified in the FEIR, and would not require new mitigation measures. Furthermore, there is no new information that would alter the FEIR's conclusions regarding impacts on air quality.

Greenhouse Gas Emissions

2009 Housing Element

The FEIR concluded that the 2009 Housing Element would not generate greenhouse gas (GHG) emissions, either directly or indirectly, that may have a significant impact on the environment and would not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions. Moreover, implementation of the 2009 Housing Element would not conflict with Assembly Bill (AB) 32 or San Francisco's *Strategies to Address Greenhouse Gas Emissions*.

As discussed in the FEIR, Alternative C would promote taller and denser buildings than would the 2009 Housing Element. In addition, Alternative C would encourage increased density along existing transit lines and more energy-efficient buildings. The FEIR concluded that overall GHG impacts associated with taller, denser, and more energy-efficient transit-oriented development under Alternative C would be incrementally reduced when compared to the impacts under the 2009 Housing Element. The GHG impacts under Alternative C would be less than significant.

Modified Project (AHBP)

Adoption of the AHBP would not directly generate GHG emissions, but individual development projects proposed under the AHBP would generate GHG emissions during their construction and operational phases. The AHBP would promote housing along or near transit corridors and in established neighborhoods where jobs and other services are easily accessible by public transit or are within walking distance. This type of transit-oriented development would encourage the use of alternative modes of transportation (transit, bicycling, walking) and help reduce GHG emissions from the use of private automobiles, which is one of the primary sources of GHG emissions. In addition, AHBP projects would be subject to state, regional, and local plans, policies, and regulations related to the reduction of GHG emissions. These plans, policies, and regulations include Executive Order S-3-05, Assembly Bill (AB) 32, the Bay Area Air Quality Management District's *2010 Clean Air Plan*, San Francisco's *Strategies to Address Greenhouse Gas Emissions*, and the San Francisco Green Building Ordinance. Required compliance with these plans, policies, and regulations would ensure that AHBP projects would not result in cumulatively considerable contributions to GHG emissions. To the degree that AHBP projects are concentrated closer to public transit and in taller and denser buildings (i.e., fewer buildings in fewer locations), GHG emissions would be reduced when compared to development patterns anticipated under the 2009 Housing Element.

For these reasons, the AHBP would result in less-than-significant impacts related to GHG emissions. The AHBP would not result in more severe impacts than the 2009 Housing Element or Alternative C, would not result in new significant impacts beyond those identified in the FEIR, and would not require new mitigation measures. Furthermore, there is no new information that would alter the FEIR's conclusions regarding impacts related to GHG emissions.

Wind and Shadow

2009 Housing Element

The FEIR concluded that the 2009 Housing Element would result in less-than-significant wind and shadow impacts, because the 2009 Housing Element would not directly result in the construction of projects that would alter wind or create new shadow. In addition, wind and shadow impacts are project-specific;

individual development projects would be subject to the Planning Department's procedures requiring modification of any new building or addition that would exceed the Planning Code's wind hazard criterion and would be evaluated for their shadow impacts under CEQA and for compliance with Planning Code Sections 146, 147, and 295.

As discussed in the FEIR, Alternative C would promote taller buildings than would the 2009 Housing Element. The FEIR concluded that these taller buildings could result in incrementally greater wind and shadow impacts, but required compliance with Planning Code wind and shadow regulations would reduce these impacts to less-than-significant levels.

Modified Project (AHBP)

The AHBP would not directly result in the construction of any new development and thus would not alter wind or create new shadow. However, individual development projects proposed under the AHBP could alter wind or create new shadow in their respective vicinities. The AHBP would allow qualifying projects to exceed existing height limits in certain locations throughout San Francisco, resulting in buildings that could be taller than the existing scale of development or taller than what is currently permitted under existing regulations. AHBP projects would be evaluated for their wind and shadow impacts during the environmental review process and for compliance with Planning Code wind and shadow regulations during the entitlement process. In order to be eligible for the Local and 100 Percent Affordable programs, project sponsors must demonstrate that their projects would not alter wind in a manner that substantially affects public areas or create new shadow in a manner that substantially affects outdoor recreation facilities or other public areas. If it is determined that a project would result in a significant wind or shadow impact, then the project would need to be modified in order to avoid causing such an impact. If modifications are not feasible, then the project would not be eligible for the Local and 100 Percent Affordable programs. Given these constraints, projects proposed under the Local and 100 Percent Affordable programs would result in less-than-significant wind and shadow impacts.

As discussed in the project description, there is an existing State Density Bonus Law that allows developers to seek density bonuses in exchange for providing affordable housing; this existing law does not require projects to avoid altering wind in a manner that substantially affects public areas or creating new shadow in a manner that substantially affects outdoor recreation facilities or other public areas. The AHBP would not change the existing law, but it would provide developers with two avenues (the State Analyzed Density Bonus Program and the Individually Requested State Density Bonus Program) for seeking density bonuses in exchange for providing affordable housing; these two State programs would be consistent with the existing law (i.e., they would not require projects to avoid creating new shadow in a manner that substantially affects outdoor recreation facilities or other public areas). Projects proposed under either of the State programs could result in potentially significant wind and shadow impacts. These impacts would be evaluated on a project-by-project basis, because wind and shadow impacts are project-specific and location-specific. Without individual development proposals to evaluate, it would be speculative to conclude that either of the State programs would result in significant overall wind and shadow impacts. The AHBP would not result in impacts that would be more severe than those that could result from development proposed under the existing State Density Bonus Law.

For these reasons, the AHBP would result in less-than-significant wind and shadow impacts. The AHBP would not result in more severe impacts than the 2009 Housing Element or Alternative C, would not result

in new significant impacts beyond those identified in the FEIR, and would not require new mitigation measures. Furthermore, there is no new information that would alter the FEIR's conclusions regarding wind and shadow impacts.

Recreation

2009 Housing Element

The FEIR concluded that the 2009 Housing Element would result in less-than-significant impacts related to the increased use of existing parks or recreational facilities, the need to construct new or expand existing recreational facilities, and the physical degradation of existing recreational resources. While the FEIR concluded that the 2009 Housing Element contains policies that could result in an increase in demand for existing recreational facilities in certain areas, the 2009 Housing Element also contains policies that could reduce the need for construction or expansion of recreational facilities by encouraging quality-of-life elements in residential developments such as on-site usable open space. The 2009 Housing Element includes measures to ensure community plan areas are adequately served by recreation facilities, thereby indirectly promoting the construction or expansion of recreational facilities. The need for new or expanded recreational facilities and their associated impacts would be determined during the evaluation of specific community plan proposals.

As discussed in the FEIR, Alternative C would promote taller and denser buildings than would the 2009 Housing Element, potentially resulting in an increase in demand for and the use of recreational facilities in certain areas of San Francisco. The FEIR concluded that these taller and denser buildings could result in incrementally greater impacts related to recreation, but these impacts would be less than significant.

Modified Project (AHBP)

As noted above, the AHBP would promote housing in certain areas of San Francisco but would not increase the overall citywide population above the level of future growth projected in the 2009 Housing Element. For this reason, AHBP projects would not increase the overall demand for recreational facilities above the level analyzed in the FEIR, but there could be localized fluctuations in demand for certain recreational facilities depending on where AHBP projects are constructed. In November 2000, San Francisco voters approved Proposition C, which extended the life of the Open Space Fund through Fiscal Year 2030-2031. The Open Space Fund is used to finance property acquisitions and capital improvement projects for the San Francisco Recreation and Park Department. A percentage of property tax revenues is set aside for the Open Space Fund, and such revenue would increase with the development of AHBP projects.

In addition, AHBP projects would be subject to Planning Code requirements for usable open space. Although AHBP projects would be eligible for certain modifications or waivers from these requirements, they would not be entirely exempt from complying with these requirements. The granting of open space modifications or waivers available to AHBP projects would not significantly increase demand for recreational facilities such that new open space or recreational facilities would be required. Most of the City's recreational facilities are located on properties zoned for public use (P Districts); the AHBP does not apply to sites in P Districts and would not reclassify any P Districts. Lastly, the AHBP would not convert existing recreational facilities to other uses or otherwise physically degrade recreational resources.

For these reasons, the AHBP would result in less-than-significant impacts related to recreation. The AHBP would not result in more severe impacts than the 2009 Housing Element or Alternative C, would not result in new significant impacts beyond those identified in the FEIR, and would not require new mitigation measures. Furthermore, there is no new information that would alter the FEIR's conclusions regarding impacts related to recreation.

Utilities and Service Systems

2009 Housing Element

The FEIR concluded that the 2009 Housing Element would result in less-than-significant impacts on utilities and service systems. The 2009 Housing Element would not exceed wastewater treatment requirements, would not exceed the capacity of the wastewater treatment provider, and would not require the construction of new or expansion of existing wastewater treatment or stormwater drainage facilities. Such impacts would be offset through required compliance with existing regulations that address wastewater and stormwater discharges. In addition, the 2009 Housing Element would not increase water demand above the level assumed for planning purposes in the San Francisco Public Utilities Commission's (SFPUC's) Water Supply Availability Study that was prepared for the FEIR. Lastly, the 2009 Housing Element would not exceed the permitted capacity of the City's designated landfill. Any incremental increases in waste at landfills would be offset through required compliance with existing regulations that address the generation and disposal of solid waste.

As discussed in the FEIR, Alternative C would promote taller and denser buildings than would the 2009 Housing Element. The FEIR concluded that these taller and denser buildings could result in similar but incrementally greater impacts on utilities and service systems, but these impacts would be less than significant.

Modified Project (AHBP)

The AHBP would not directly generate stormwater or wastewater, but individual development projects proposed under the AHBP would generate stormwater and wastewater during their construction and operational phases. All stormwater and wastewater generated by AHBP projects would flow to the City's combined stormwater/sewer system and would be treated to standards contained in the City's National Pollutant Discharge Elimination System (NPDES) Permits for the Southeast Treatment Plant and the Oceanside Treatment Plant prior to discharge into San Francisco Bay and the Pacific Ocean, respectively. The NPDES standards are set and regulated by the San Francisco Bay Area Regional Water Quality Control Board (RWQCB). Therefore, AHBP projects would not conflict with RWQCB requirements and would not exceed wastewater treatment requirements. In addition, AHBP projects would be subject to local regulations that include, but are not limited to, the Green Building Ordinance and the Stormwater Management Ordinance. Required compliance with these regulations would reduce stormwater and wastewater flows from AHBP projects, thereby ensuring that AHBP projects would not exceed the capacity of the wastewater treatment provider and would not require the construction of new or expansion of existing wastewater treatment and stormwater drainage facilities.

The AHBP would not directly consume water, but individual development projects proposed under the AHBP would consume water during their construction and operational phases. As noted above, the AHBP would promote housing in certain areas of San Francisco but would not increase the overall population beyond the future growth projected in the 2009 Housing Element. For this reason, AHBP

projects would not increase the overall demand for water above the level assumed for planning purposes in the SFPUC's Water Supply Availability Study prepared for the FEIR. In addition, AHBP projects would be subject to local regulations that include, but are not limited to, the Green Building Ordinance, the Green Landscaping Ordinance, and the Residential Water Conservation Ordinance. Required compliance with these regulations would reduce water consumption by AHBP projects, thereby ensuring that AHBP projects would not exceed the available water supply and would not require new or expanded water supply resources or entitlements.

The AHBP would not directly generate solid waste, but individual development projects proposed under the AHBP would generate solid waste during their construction and operational phases. The AHBP would promote housing in certain areas of San Francisco but would not increase the overall citywide population above the level of future growth projected in the 2009 Housing Element. For this reason, AHBP projects would not increase the overall amount of solid waste generated above the level analyzed in the FEIR. In addition, AHBP projects would be subject to local regulations that include, but are not limited to, the Mandatory Recycling and Composting Ordinance, the Construction and Demolition Debris Recovery Ordinance, and the Green Building Ordinance. Required compliance with these regulations would promote the composting and recycling of solid waste and reduce the amount of solid waste sent to the City's designated landfill, thereby ensuring that AHBP projects would not exceed the permitted capacity of the City's designated landfill.

For these reasons, the AHBP would result in less-than-significant impacts on utilities and service systems. The AHBP would not result in more severe impacts than the 2009 Housing Element or Alternative C, would not result in new significant impacts beyond those identified in the FEIR, and would not require new mitigation measures. Furthermore, there is no new information that would alter the FEIR's conclusions regarding impacts on utilities and service systems.

Public Services

2009 Housing Element

The FEIR concluded that the 2009 Housing Element would result in less-than-significant impacts on fire protection, police protection, schools, or other public services, such as libraries or public health facilities. The San Francisco Fire Department and the San Francisco Police Department regularly redeploy their resources based on need to ensure that response times and service ratios do not fall below acceptable levels. New development projects are required to pay development impact fees to fund school and library facilities and operations, which would help offset potential impacts on school and library services. The 2009 Housing Element would not increase the overall citywide population above regional growth projections for which public health facilities have accounted, which would reduce the need to construct new or expand existing facilities.

As discussed in the FEIR, Alternative C would promote taller and denser buildings than would the 2009 Housing Element. The FEIR concluded that these taller and denser buildings could result in similar but incrementally greater impacts on public services, but these impacts would be less than significant.

Modified Project (AHBP)

As noted above, the AHBP would promote housing in certain areas of San Francisco but would not increase the overall citywide population above the level of future growth projected in the 2009 Housing

Element. For this reason, AHBP projects would not increase the overall demand for fire protection or police protection above the level analyzed in the FEIR. There could be localized fluctuations in demand for fire protection and police protection depending on where AHBP projects are constructed, but as discussed above, both the Fire Department and the Police Department regularly redeploy their resources based on need to ensure that response times and service ratios do not fall below acceptable levels. The AHBP would promote housing on sites in established neighborhoods that already receive fire protection and police protection, potentially allowing the Fire Department and the Police Department to maintain response times and service ratios at or close to their current levels and reducing the need to construct new or expand existing facilities.

As discussed in the FEIR, the San Francisco Unified School District (SFUSD) assigns students to schools based on a lottery system. This lottery system ensures that student enrollment is distributed to facilities that have sufficient capacity to adequately serve the educational needs of students. Directing growth to certain areas of San Francisco generally would not affect the school system, because students are not assigned to schools based on location. AHBP projects could affect school services if they create additional demand for school services that cannot be accommodated by the SFUSD's existing capacity, thereby requiring the need to construct new or expand existing facilities. At the time of the preparation of the FEIR, SFUSD facilities had a capacity of about 63,835 students, and about 56,446 students were enrolled in these facilities. More recently, approximately 58,400 students were enrolled in SFUSD facilities during the 2014-2015 school year. Pursuant to California Education Code Section 17620(a)(1), the governing board at any school district is authorized to levy a fee, charge, dedication, or other requirement against any construction within the boundaries of the district for the purpose of funding the construction or reconstruction of school facilities. AHBP projects would be subject to a development impact fee, and the payment of this fee would help fund school facilities and operations and offset potential impacts on school services.

The AHBP would promote housing in certain areas of San Francisco but would not increase the overall citywide population above the level of future growth projected in the 2009 Housing Element. For this reason, AHBP projects would not increase the overall demand for libraries or public health facilities, but there could be localized fluctuations in demand for libraries and public health facilities depending on where AHBP projects are constructed. In November 2000, San Francisco voters approved a bond measure to fund the Branch Library Improvement Program (BLIP). Among other objectives, the BLIP calls for the renovation of 16 existing branch libraries, the demolition and replacement of three branch libraries with newly constructed facilities, and the construction of a new branch library in the emerging Mission Bay neighborhood. In addition to the BLIP, AHBP projects would be subject to a development impact fee to fund library facilities and operations. The payment of this fee, as well as property tax revenue from AHBP projects, would help fund library facilities and operations and offset potential impacts on library services. The AHBP would promote housing on sites in established neighborhoods that are already served by public health facilities, potentially allowing such facilities to maintain response times and service ratios at or close to their current levels and reducing the need to construct new or expand existing facilities.

For these reasons, the AHBP would result in less-than-significant impacts on public services. The AHBP would not result in more severe impacts than the 2009 Housing Element or Alternative C, would not result in new significant impacts beyond those identified in the FEIR, and would not require new mitigation measures. Furthermore, there is no new information that would alter the FEIR's conclusions regarding impacts on public services.

Biological Resources

2009 Housing Element

The FEIR concluded that the 2009 Housing Element would result in less-than-significant impacts on biological resources. The 2009 Housing Element would not have a substantial adverse effect on any candidate, sensitive, or special-status species, riparian habitat, other sensitive natural communities, or federally protected wetlands, and would not interfere with the movement of species. Some 2009 Housing Element policies would promote housing in certain areas of the City, consequently increasing the amount of new housing being constructed in those areas and resulting in impacts on biological resources (e.g., tree removal, construction on or near riparian habitat or sensitive natural communities, interference with migration, etc.). However, increasing density could accommodate more of the City's fair share of the Regional Housing Needs Allocation in fewer buildings, resulting in fewer construction sites and decreasing the potential for disturbance of or interference with biological resources. The FEIR also found that the 2009 Housing Element would not conflict with any local policies or ordinances protecting biological resources or conflict with the provisions of an adopted habitat conservation plan, because the 2009 Housing Element does not contain any policies that would directly or indirectly conflict with any policies protecting biological resources or any adopted habitat conservation plans.

As discussed in the FEIR, concluded that Alternative C would promote a larger number of development projects as well as taller buildings than would the 2009 Housing Element. The FEIR concluded that increased amount of development, combined with potentially taller buildings could result in greater impacts on biological resources, but required compliance with federal, state, and local regulations that protect biological resources would reduce these impacts to less-than-significant levels.

Modified Project (AHBP)

The AHBP would not directly place housing in areas of San Francisco that are in or near riparian habitat or sensitive natural communities. However, individual development projects proposed under the AHBP could be in or near such areas. In addition, the AHBP would allow qualifying projects to exceed existing height limits in certain locations throughout San Francisco, resulting in buildings that could be taller than what is currently permitted under existing regulations. Multi-story buildings are potential obstacles that can injure or kill birds in the event of a collision. AHBP projects would be evaluated for their impacts on biological resources and would be required to comply with applicable federal, state, and local regulations that protect biological resources. These regulations include, but are not limited to, the federal Migratory Bird Treaty Act, Sections 3503 and 3503.5 of the California Fish and Game Code, the San Francisco Urban Forestry Ordinance, and San Francisco Planning Code Section 139: Standards for Bird-Safe Buildings. The AHBP would not conflict with the provisions of an adopted habitat conservation plan, because the AHBP does not contain any policies that would directly or indirectly conflict with any policies protecting biological resources or any adopted habitat conservation plans.

For these reasons, the AHBP would result in less-than-significant impacts on biological resources. The AHBP would not result in more severe impacts than the 2009 Housing Element or Alternative C, would not result in new significant impacts beyond those identified in the FEIR, and would not require new mitigation measures. Furthermore, there is no new information that would alter the FEIR's conclusions regarding impacts on biological resources.

Geology and Soils

2009 Housing Element

The FEIR concluded that the 2009 Housing Element would result in less-than-significant impacts on geology and soils. Individual development projects would be developed in a seismically sound manner because they would be required to comply with building regulations for seismic safety that are enforced through the City's interdepartmental review process. Compliance with these regulations would ensure that people or structures would not be exposed to substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, strong seismic ground shaking, seismic-related ground failure, landslides, unstable soil, or expansive soils. The FEIR also found that the 2009 Housing Element would result in less-than-significant impacts related to soil erosion or the loss of topsoil, because these impacts are site-specific. Individual development projects would be evaluated for their impacts related to soil erosion or the loss of topsoil and would be required to comply with applicable regulations related to the prevention of erosion and the discharge of sediment into construction site runoff. Lastly, the FEIR concluded that the 2009 Housing Element would not substantially change the topography or any unique geologic or physical features of development sites, because all permit applications for excavation and grading would be reviewed by City agencies for consistency with policies related to land alteration.

As discussed in the FEIR, Alternative C would promote taller and denser buildings than would the 2009 Housing Element. The FEIR concluded that these taller and denser buildings could result in greater impacts on geology and soils, but required compliance with federal, state, and local regulations that address geologic hazards would reduce these impacts to less-than-significant levels.

Modified Project (AHBP)

The AHBP would allow qualifying projects to exceed existing height limits in certain locations throughout San Francisco, resulting in buildings that could be taller than what is currently permitted under existing regulations. Taller buildings may require deeper and more substantial foundations to support the additional building loads. Moreover, individual development projects proposed under the AHBP could be located in or near areas that are susceptible to geologic hazards (e.g., earthquake faults, landslide or liquefaction zones, unstable or expansive soils). AHBP projects would be required to comply with the seismic safety standards set forth in the San Francisco Building Code. The Department of Building Inspection is the City agency responsible for reviewing building permit applications, structural drawings and calculations, and geotechnical reports and ensuring that projects comply with the seismic safety standards and other applicable requirements of the Building Code. Project compliance with the Building Code would ensure that people or structures would not be exposed to substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, strong seismic ground shaking, seismic-related ground failure, landslides, unstable soil, or expansive soils. AHBP projects would be evaluated for their impacts related to soil erosion or the loss of topsoil and would be required to comply with applicable regulations related to the prevention of erosion and the discharge of sediment into construction site runoff. All permit applications for excavation and grading activities would be reviewed by City agencies for consistency with policies related to land alteration.

For these reasons, the AHBP would result in less-than-significant impacts related to geology and soils. The AHBP would not result in more severe impacts than the 2009 Housing Element or Alternative C,

would not result in new significant impacts beyond those identified in the FEIR, and would not require new mitigation measures. Furthermore, there is no new information that would alter the FEIR's conclusions regarding impacts on geology and soils.

Hydrology and Water Quality

2009 Housing Element

The FEIR concluded that the 2009 Housing Element would result in less-than-significant impacts on hydrology and water quality. The 2009 Housing Element would not violate any water quality standards or waste discharge requirements, would not alter existing drainage patterns or substantially increase the rate or amount of surface runoff in a manner that would result in substantial erosion, siltation, or flooding, and would not create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. Individual development projects would be required to comply with applicable regulations related to erosion prevention and stormwater management, treatment, and discharge.

The FEIR also concluded that the 2009 Housing Element would not substantially deplete groundwater supplies or substantially interfere with groundwater recharge, would not result in significant impacts related to placing housing in areas at risk of flooding, and would not expose people or structures to a significant risk of injury, loss, or death involving inundation by seiche, tsunami, mudflow, or the failure of a dam or levee.

As discussed in the FEIR, Alternative C would promote taller and denser buildings than would the 2009 Housing Element. The FEIR concluded that these taller and denser buildings could result in greater impacts on hydrology and water quality, but these impacts would be less than significant.

Modified Project (AHBP)

The AHBP would not directly result in the construction of housing in areas of San Francisco that are prone to flooding or are at risk of inundation by seiche, tsunami, mudflow, or the failure of a dam or levee. However, individual development projects proposed under the AHBP could be located in such areas. These projects would be required to comply with applicable regulations related to minimizing the risk of loss, injury, or death from hydrologic hazards. These regulations include, but are not limited to, the San Francisco Floodplain Management Ordinance and the San Francisco Building Code. Groundwater could be encountered during construction of AHBP projects. Dewatering of excavated areas during construction would lower groundwater levels, but these effects would be temporary. Once dewatering has been completed, groundwater levels would return to normal. Wastewater and stormwater generated by AHBP projects would flow to the City's combined stormwater/sewer system and would be treated to standards contained in the City's National Pollutant Discharge Elimination System Permit for the Oceanside Treatment Plant and the Southeast Treatment Plant prior to discharge into the Pacific Ocean and San Francisco Bay, respectively. Required compliance with the San Francisco Stormwater Management Ordinance would ensure that AHBP projects would not create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff.

For these reasons, the AHBP would result in less-than-significant impacts on hydrology and water quality. The AHBP would not result in more severe impacts than the 2009 Housing Element or Alternative C,

would not result in new significant impacts beyond those identified in the FEIR, and would not require new mitigation measures. Furthermore, there is no new information that would alter the FEIR's conclusions regarding impacts on hydrology and water quality.

Hazards and Hazardous Materials

2009 Housing Element

The FEIR concluded that the 2009 Housing Element would result in a less-than-significant impact related to hazards and hazardous materials. The 2009 Housing Element would not transport, use, or dispose of hazardous materials and would not release hazardous materials into the environment. However, the construction of individual development projects would result in the emission of exhaust from construction equipment and vehicles as well as the demolition of older buildings that may contain asbestos, lead-based paint, or other hazardous building materials. In addition, the operation of individual development projects would involve the use of relatively small quantities of hazardous materials such as batteries, household cleaning products, and paint for routine purposes. Most of these materials are consumed through use, resulting in relatively little waste. Existing federal, state, and local regulations and programs address emissions from construction equipment and vehicles, the abatement of hazardous building materials during demolition and construction activities, and the transportation and disposal of hazardous materials. Individual development projects, including those that would be on sites on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 or would handle hazardous materials within one-quarter mile of an existing or proposed school, would be required to comply with these existing regulations and programs.

The FEIR also concluded that the 2009 Housing Element would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan or expose people or structures to a significant risk of loss, injury, or death involving fires. In San Francisco, fire safety is ensured through compliance with the provisions of the Building Code and the Fire Code. The building permit applications for individual development projects would be reviewed by the Department of Building Inspection and the Fire Department for compliance with all regulations related to fire safety.

As discussed in the FEIR, Alternative C would promote residential development in commercial areas, near transit lines, or in other areas where hazardous materials are used. The FEIR concluded that residential development in such areas could result in greater impacts related to hazards and hazardous materials when compared to the impacts under the 2009 , but required compliance with federal, state, and local regulations that address hazards and hazardous materials would reduce these impacts to less-than-significant levels.

Modified Project (AHBP)

The AHBP would not directly result in the construction of housing on sites that are included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. However, individual development projects proposed under the AHBP could be located on such sites. All AHBP projects, including those located on hazardous materials sites or those that would handle hazardous materials within one-quarter mile of an existing or proposed school, would be required to comply with applicable federal, state, and local regulations and programs related to the abatement of hazardous materials, the emission of exhaust from construction equipment and vehicles, and the transportation and disposal of hazardous materials. Required compliance with such regulations and programs would ensure that AHBP

projects would not emit hazardous materials into the environment and would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. Required compliance with fire safety regulations would ensure that AHBP projects would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan or expose people or structures to a significant risk of loss, injury, or death involving fires.

For these reasons, the AHBP would result in less-than-significant impacts related to hazards and hazardous materials. The AHBP would not result in more severe impacts than the 2009 Housing Element or Alternative C, would not result in new significant impacts beyond those identified in the FEIR, and would not require new mitigation measures. Furthermore, there is no new information that would alter the FEIR's conclusions on impacts regarding hazards and hazardous materials.

Mineral and Energy Resources

2009 Housing Element

The FEIR concluded that the 2009 Housing Element would result in a less-than-significant impact on mineral and energy resources. The 2009 Housing Element would not result in the loss of availability of a known mineral resource, the loss of availability of a locally important mineral resource recovery site, or the use of large amounts of fuel, water, or energy.

As discussed in the FEIR, Alternative C would promote taller and denser buildings than would the 2009 Housing Element. The FEIR concluded that these taller buildings could result in incrementally greater impacts on mineral and energy resources, but these impacts would be less than significant.

Modified Project (AHBP)

All land in San Francisco is designated Mineral Resource Zone 4 (MRZ-4) by the California Division of Mines and Geology (CDMG) under the Surface Mining and Reclamation Act of 1975.[29] This designation indicates that there is inadequate information available for assignment to any other MRZ. Thus, the AHBP-eligible development sites are not designated areas of significant mineral deposits or locally important mineral resource recovery sites and the AHBP would not result in the loss of availability of such resources. Furthermore, the AHBP would not encourage activities that result in the use of large amounts of fuel, water, or energy, or use these in a wasteful manner, because individual development projects proposed under the AHBP would be required to comply with state and local ordinances that regulate such activities. In California, energy consumption for the heating, cooling, ventilation, and lighting of buildings is regulated by Title 24 of the California Code of Regulations. As part of the building permit application process, project sponsors are required to submit documentation demonstrating project compliance with Title 24 standards. In addition, projects in San Francisco are subject to the requirements of the San Francisco Green Building Ordinance.

For these reasons, the AHBP would result in less-than-significant impacts on mineral and energy resources. The AHBP would not result in more severe impacts than the 2009 Housing Element or Alternative C, would not result in new significant impacts beyond those identified in the FEIR, and would not require new mitigation measures. Furthermore, there is no new information that would alter the FEIR's conclusions regarding impacts on mineral and energy resources.

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

Agriculture and Forest Resources

2009 Housing Element

The FEIR concluded that the 2009 Housing Element would result in a less-than-significant impact related to conflicts with existing zoning for agricultural use. Implementation of the 2009 Housing Element would not include any changes to the City's zoning districts and would not conflict with existing zoning for urban agricultural uses.

As discussed in the FEIR, Alternative C would not conflict with existing zoning for agricultural use but would promote taller and denser buildings than would the 2009 Housing Element. These taller buildings could block sunlight for longer periods of time and result in incrementally greater impacts on agriculture resources (community gardens), but these impacts would be less than significant.

Modified Project (AHBP)

San Francisco is not zoned for agricultural use and is not subject to a Williamson Act contract.[30] The AHBP would not convert farmland to non-agricultural use and would not conflict with existing zoning related to agricultural use. The AHBP would not directly block sunlight to community gardens, but after they have been constructed, individual development projects proposed under the AHBP could block sunlight to community gardens. These projects would be evaluated for their specific shadow impacts on community gardens as part of their individual environmental review and entitlement processes.

At the time of the preparation of the FEIR, the topic of forest resources was not part of the Environmental Checklist Form (CEQA Guidelines, Appendix G). For this reason, the FEIR did not analyze impacts on forest resources. In 2010, the topic of forest resources was added to the Environmental Checklist Form. San Francisco does not contain forest land or timberland as defined in Public Resources Code Section 12220(g) and Public Resources Code Section 4526, respectively. The AHBP would not convert forest land or timberland to non-forest use and would not conflict with existing zoning related to forest use.

For these reasons, the AHBP would result in less-than-significant impacts on agriculture and forest resources. The AHBP would not result in more severe impacts than the 2009 Housing Element or Alternative C, would not result in new significant impacts beyond those identified in the FEIR, and would not require new mitigation measures. Furthermore, there is no new information that would alter the FEIR's conclusions regarding impacts on agriculture and forest resources.

[30] California Department of Conservation, *San Francisco Bay Area Important Farmland 2010*. Available online at ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/regional/2010/bay_area_fmmp2010.pdf, accessed January 6, 2016.

MITIGATION MEASURES

The 2004 and 2009 Housing Element FEIR identified the following mitigation measure to mitigate the potentially significant impact related to interior and exterior noise to a less-than-significant level. This measure was adopted as Implementation Measures 17 and 18 in the 2009 Housing Element, which are continued as Implementation Measures 17 and 18 in the 2014 Housing Element.

Mitigation Measure M-NO-1: Interior and Exterior Noise

For new residential development located along streets with noise levels above 75 dBA L_{dn}, as shown in Figure V.G-3 of the 2004 and 2009 Housing Element FEIR, the Planning Department shall require the following:

1. The Planning Department shall require the preparation of an analysis that includes, at a minimum, a site survey to identify potential noise-generating uses within two blocks of the project site, and including at least one 24-hour noise measurement (with maximum noise level readings taken at least every 15 minutes), prior to completion of the environmental review. The analysis shall demonstrate with reasonable certainty that Title 24 standards, where applicable, can be met, and that there are no particular circumstances about the proposed project site that appear to warrant heightened concern about noise levels in the vicinity. Should such concerns be present, the Department may require the completion of a detailed noise assessment by person(s) qualified in acoustical analysis and/or engineering prior to the first project approval action, in order to demonstrate that acceptable interior noise levels consistent with those in the Title 24 standards can be attained; and

2. To minimize effects on development in noisy areas, for new residential uses, the Planning Department shall, through its building permit review process, in conjunction with noise analysis required above, require that open space required under the Planning Code for such uses be protected, to the maximum feasible extent, from existing ambient noise levels that could prove annoying or disruptive to users of the open space. Implementation of this measure could involve, among other things, site design that uses the building itself to shield on-site open space from the greatest noise sources, construction of noise barriers between noise sources and open space, and appropriate use of both common and private open space in multi-family dwellings, and implementation would also be undertaken consistent with other principles of urban design.

CONCLUSION

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

DATE January 14, 2016

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