

# 3333 CALIFORNIA STREET MIXED-USE PROJECT



## DRAFT ENVIRONMENTAL IMPACT REPORT VOLUME 2a: APPENDICES A-B

**CITY AND COUNTY OF SAN FRANCISCO**  
**PLANNING DEPARTMENT: CASE NO. 2015-014028ENV**  
**STATE CLEARINGHOUSE NO. 2017092053**

DRAFT EIR PUBLICATION DATE: NOVEMBER 7, 2018

DRAFT EIR PUBLIC HEARING DATE: DECEMBER 13, 2018

DRAFT EIR PUBLIC COMMENT PERIOD: NOVEMBER 8, 2018 - DECEMBER 24, 2018

**WRITTEN COMMENTS SHOULD REFERENCE  
THE CASE NO. AND BE SENT TO:**

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**SAN FRANCISCO  
PLANNING  
DEPARTMENT**

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**SAN FRANCISCO  
PLANNING  
DEPARTMENT**



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## LIST OF ACRONYMS AND ABBREVIATIONS

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ABAG	Association of Bay Area Governments
AC Transit	Alameda-Contra Costa Transit
ADT	Average Daily Traffic
APEZ	Air Pollutant Exposure Zones
AQI	Air Quality Index
BAAQMD	Bay Area Air Quality Management District
BART	Bay Area Rapid Transit
California Register	California Register of Historical Resources
Caltrans	Californian Department of Transportation
CAPCOA	California Air Pollution Control Officers Association
CARB	California Air Resources Board
CEQA	California Environmental Quality Act
CO	carbon monoxide
CO <sub>2</sub> e	carbon dioxide equivalents
CPMC	California Pacific Medical Center
dB	decibel
dBA	decibel a-weighted
DBI	Department of Building Inspection
DEPH	diethylhexyl phthalate
DPM	diesel particulate matter
EIR	Environmental Impact Report
ERO	Environmental Review Officer
FAR	floor area ratio
FCC	Federal Communications Commission
FFIC	Fireman's Fund Insurance Company
GGT	Golden Gate Transit
GHG	greenhouse gases
HABS/HALS	Historic American Buildings/Historic American Landscape Survey
HMUPA	Hazardous Materials Unified Program Agency
HPC	Historic Preservation Commission
HRE	Historic Resource Evaluation
HRER	Historic Resource Evaluation Response
HVAC	heating, ventilation, and air conditioning
I-80	Interstate 80
in/sec	inches per second
JCCSF	Jewish Community Center of San Francisco
LEED	Leadership in Energy and Environmental Design
LOS	Level of Service
LT	Long-Term
MMRP	Mitigation Monitoring and Report Program
mph	miles per hour
MTC	Metropolitan Transportation Commission
Muni	San Francisco Municipal Railway
National Register	National Register of Historic Places
NOP	Notice of Preparation
NO <sub>x</sub>	oxides of nitrogen
NO <sub>2</sub>	nitrogen dioxide



## List of Acronyms and Abbreviations

NPDES	National Pollutant Discharge Elimination System
NPS	National Park Service
OPR	Office of Planning and Research
OSHA	Occupational Safety and Health Administration
O <sub>3</sub>	ozone
Pb	lead
PCBs	polychlorinated biphenyls
PG&E	Pacific Gas & Electricity
PM	particulate matter
PM <sub>10</sub>	PM composed of particulates that are 10 microns in diameter or less
PM <sub>2.5</sub>	PM composed of particulates that are 2.5 microns in diameter or less
ppm	parts per million
PPV	peak particle velocity
ROG	reactive organic gases
ROSE	Recreational and Open Space Element
RWQCB	Regional Water Quality Control Board
Samtrans	San Mateo County Transit
SB	Senate Bill
SFMTA	San Francisco Municipal Transportation Agency
SFPUC	San Francisco Public Utilities Commission
SHPO	State Historic Preservation Office
SO <sub>2</sub>	sulfur dioxide
SUD	Special Use District
TACs	toxic air contaminants
TASC	Transportation Advisory Staff Committee
TAZ	transportation analysis zone
TDM	Transportation Demand Management
TNC	transportation network companies
TOG	total organic gases
UC	University of California
UCSF	University of California, San Francisco
U.S.C.	United States Code
U.S. EPA	U.S. Environmental Protection Agency
U.S. 101	U.S. Highway 101
VMT	vehicle miles traveled
VOCs	volatile organic compounds
WETA	Water Energy Transportation Authority
µg/m <sup>3</sup>	micrograms per cubic meter

## **APPENDIX A**

**Notice of Preparation of an Environmental Impact Report and  
Notice of Public Scoping Meeting, September 20, 2017**







# SAN FRANCISCO PLANNING DEPARTMENT

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## Notice of Preparation of an Environmental Impact Report and Notice of Public Scoping Meeting

*Date:* September 20, 2017  
*Case No.:* 2015-014028ENV  
*Project Title:* 3333 California Street Mixed-Use Project  
*Zoning:* Residential, Mixed, Low Density [RM-1] Zoning District  
40-X Height and Bulk District  
*Block/Lot:* Block 1032/Lot 003  
*Lot Size:* Approximately 446,490 square feet  
*Project Sponsor:* Laurel Heights Partners LLC  
Don Bragg, 415-395-0880  
*Lead Agency:* San Francisco Planning Department  
*Staff Contact:* Julie Moore – (415) 575-8733  
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### PROJECT SUMMARY

The project sponsor, Laurel Heights Partners LLC, proposes a mixed-use project for the 3333 California Street site. The University of California San Francisco (UCSF) Laurel Heights Campus currently occupies the 10.25-acre site, which is owned by the Regents of the University of California, subject to a 99-year pre-paid ground lease to the project sponsor. The campus contains a four-story, 455,000-gross-square-foot (gsf)<sup>1</sup> office building with a three-level, partially below-grade parking garage at the center of the site and two circular garage ramp structures leading to the garage levels; a one-story annex building at the corner of California and Laurel streets; three surface parking lots; and landscaping or landscaped open space. The project site does not include the SF Fire Credit Union building at the southwest corner of California Street and Presidio Avenue. Current uses on the campus are office, research, child care, and parking.

Under the proposed 3333 California Street Mixed-Use Project, the existing annex building, surface parking lots, and circular garage ramp structures would be demolished. The existing office building would be partially demolished and divided into two separate buildings (Center Buildings A and B), expanded to include new levels, and adapted for residential use. Thirteen new buildings would be constructed in different locations around the site: the Plaza A and Plaza B buildings (residential and retail uses) along California Street between Laurel and Walnut streets; the Walnut Building (office, retail, and child care uses) along California Street east of Walnut Street; the Masonic Building (residential uses) along Masonic Avenue; the Euclid Building (residential and retail uses) near the intersection of Euclid and Masonic avenues; the Laurel Duplexes (residential uses) comprised of seven buildings along Laurel Street; and the Mayfair Building (residential uses) near the intersection of Laurel Street and Mayfair Drive. Overall, the proposed project would include 558 dwelling units within 824,691 gsf of residential floor area; 49,999 gsf of office floor area; 54,117 gsf of retail floor area; a 14,690-gsf child care center, and 236,000 square feet (sf) of open areas. Parking would be provided in four below-grade parking garages<sup>2</sup> and six individual,

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<sup>1</sup> Gross square footages and square footages presented for the existing and proposed uses are approximate.

<sup>2</sup> The parking garages may be interconnected or partially connected; however, the engineering feasibility of internal connections has yet to be determined.

two-car, parking garages serving 12 of the 14 units in the Laurel Duplexes group. New public pedestrian walkways are proposed through the site in a north-south direction between California Street and the intersection of Masonic and Euclid avenues approximately along the line of Walnut Street and in an east-west direction between Laurel Street and Presidio Avenue along the line of Mayfair Drive. A project variant that would replace the office space in the Walnut Building with 186 additional residential units, for a total of 744 dwelling units and no office space on the project site, is also being considered.

## PROJECT LOCATION AND SITE CHARACTERISTICS

The approximately 446,490-square-foot, or 10.25-acre, project site occupies Lot 003 on Assessor's Block 1032 in San Francisco's Presidio Heights neighborhood in the northwest portion of San Francisco (see **Figure 1: Project Location**). The irregularly shaped parcel is bounded by California Street to the north, Presidio Avenue to the east, Masonic Avenue to southeast, Euclid Avenue to the south, and Laurel Street/Mayfair Drive to the west. The two-story building that houses the SF Fire Credit Union, located on a triangular-shaped lot at the northeast corner of Assessor's Block 1032 (corner of California Street and Presidio Avenue), is not part of the project site. The parcel is located within an RM-1 Zoning District<sup>3</sup> and a 40-X Height and Bulk District. The existing office building at the center of the site is a historic resource and the site and surrounding area were part of the former Laurel Hill Cemetery, California Historical Landmark No. 760.

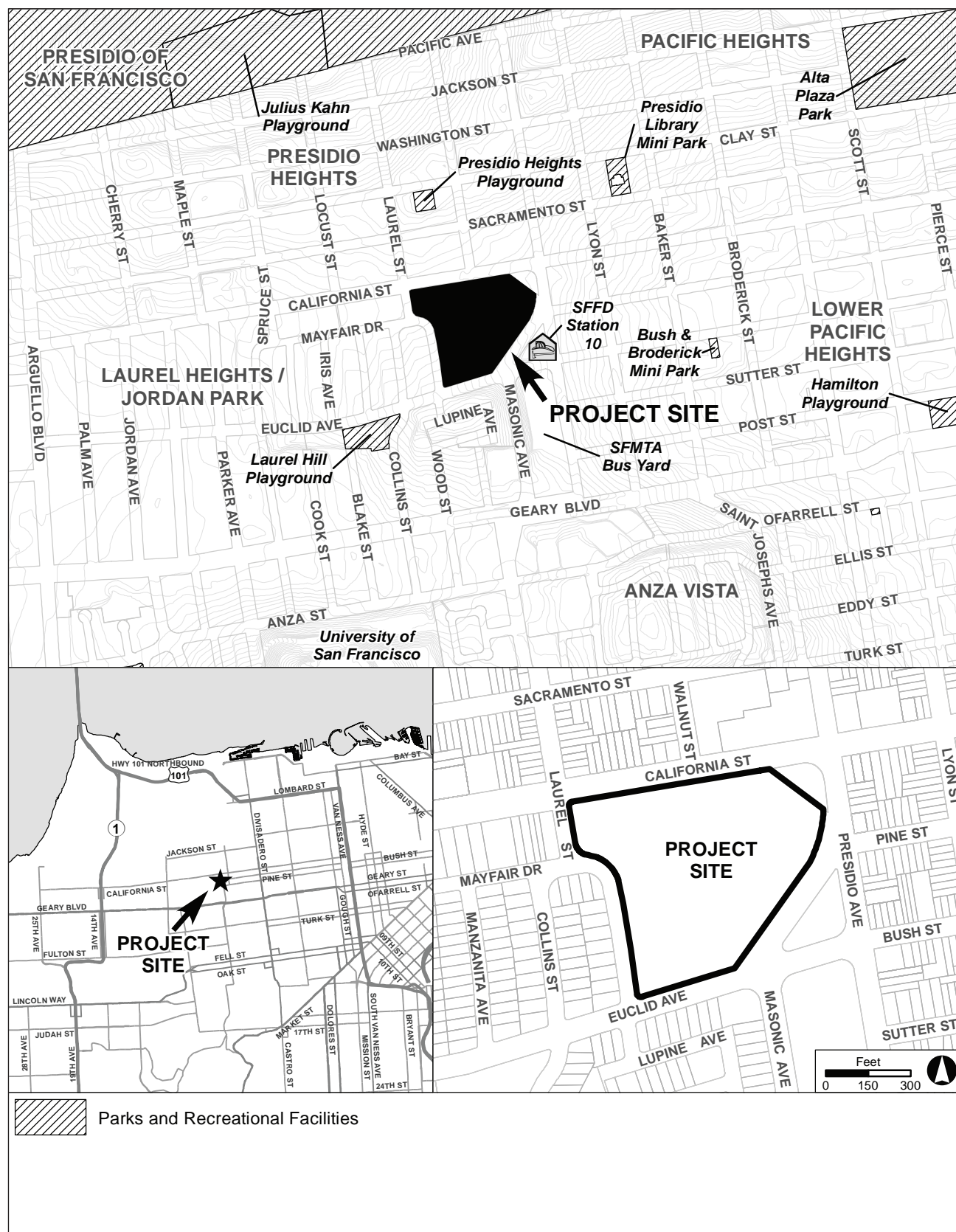
Along California Street, the project site is bordered by an approximately 10-foot-tall brick wall with a pedestrian entrance and curb cut for the California Street entrance. At the corner of Laurel and California streets, the brick wall joins with the one-story annex building to wrap around the corner and along Laurel Street. It continues to border the project site to the west, with a pedestrian entrance and curb cut for the Mayfair entrance. South of the entrance, the wall is set back behind a formally landscaped, stepped slope, and terminates immediately north of the Laurel Street entrance. The existing office building has a brick perimeter wall along its Presidio Avenue and Masonic Avenue frontages and is set back by at least 36 feet from the east (Masonic Avenue) property line. The eastern portion of the project site has a substantial number of mature trees, landscaping, and open space.

Approximately 63 percent of the site is covered by buildings or other impermeable surfaces (e.g., internal roadways and surface parking lots) and 37 percent is landscaping or landscaped open space. The project site's topography exhibits a generally southwest-to-northeast trending downslope. From its high point of 308 feet San Francisco City Datum<sup>4</sup> at the southwest corner (Euclid Avenue and Laurel Street), the site slopes downward to the north and east toward California Street and Presidio Avenue with a grade change of approximately 65 feet. The average slope gradient on the site is approximately 20 percent. However, the slope gradient varies from 5 to 15 percent on the northern portion of the site to greater than 15 percent on the southern portion.

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<sup>3</sup> The RM-1 Zoning District is designed to accommodate a mixture of houses and apartment buildings of generally low densities and a variety of building forms and sizes. In addition to residential uses, the RM district also allows residential care facilities, child care facilities, group housing, and religious orders.

<sup>4</sup> San Francisco City Datum establishes the City's zero point for surveying purposes at approximately 8.6 feet above the mean sea level established by the 1929 U.S. Geological Survey datum.



Source: SWCA (2017)

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FIGURE 1: PROJECT SITE LOCATION

At the center of the project site is a four-story, 455,000-gsf office building that includes a three-level, partially below-grade parking garage (see **Figure 2: Existing Site**). The existing office building was originally constructed in 1955 and has north, south, and east wings. Between 1963 and 1966, the office building was expanded and a parking garage was constructed under the east wing. Due to the site's slope, the existing office building has three partially below-grade floors on the south and east elevations (along Masonic and Presidio avenues) and four above-grade floors on the north and west elevations (along California and Laurel streets). The building is approximately 55.5 feet tall as measured along the north elevation to the top of the roof (exclusive of the approximately 13-foot-tall mechanical penthouse).

The existing office building includes approximately 349,500 gsf of office space for UCSF administrative, academic research, and social and behavioral science department uses. The building's south wing has a child care center, accessed via the Laurel Street surface parking entrance closest to Euclid Avenue. An outdoor courtyard at the south end of the building is used as a children's play space.

The parking garage has 93,000 gsf of parking (212 spaces) and circulation space and 12,500 gsf of storage space on Basement Levels B1 through B3,<sup>5</sup> two electrical substations within Basement Level B2, and an emergency diesel generator within Basement Level B1.

A 14,000-gsf, one-story annex building, on the northwest corner of the project site (at the corner of California and Laurel streets), houses the boilers, chillers, and water treatment facilities for the existing office building, other plant operations systems, office space for the physical plant engineers, and unused laboratory space.

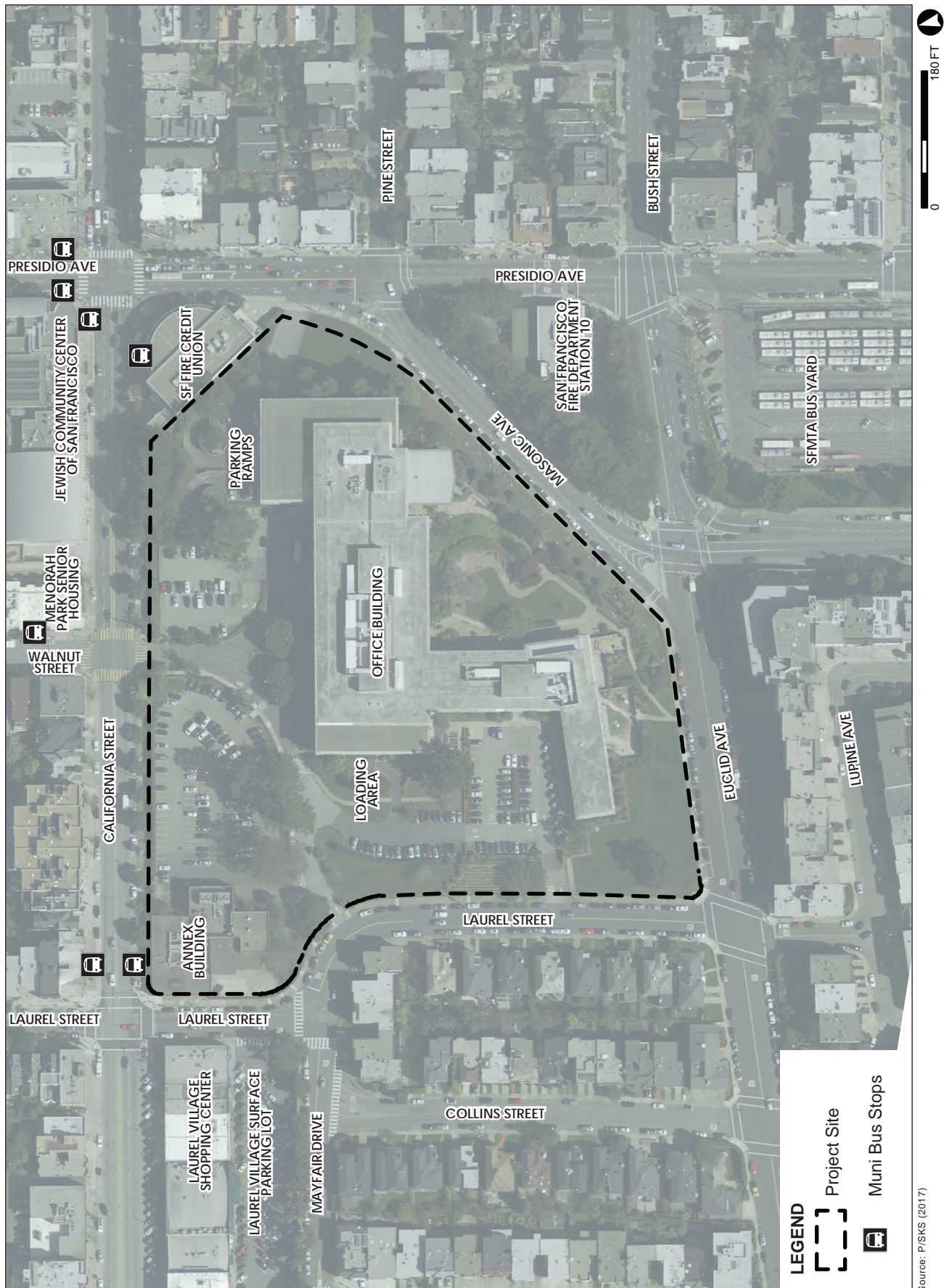
Three surface parking lots on the north and west portions of the site (331 spaces), two circular garage ramp structures that lead to below-grade parking levels, and landscaping or landscaped open space make up the remainder of the project site. One of the parking lots provides public parking and the other two are reserved for UCSF staff with monthly paid parking permits. There are five freight loading spaces in the off-street freight loading dock, located at grade on the west end of the existing office building. Five car-share spaces and 15 bike parking spaces are located on Basement Level B1 of the garage.

The surface parking lots and the parking garage are connected by an internal roadway system and the circular garage ramp structures north of the existing office building's east wing. The surface parking lots, parking garage, and off-street freight loading dock can be accessed via the main entrance on California Street at Walnut Street, and the Mayfair Drive and Laurel Street driveways. The parking garage can also be accessed directly from the Presidio Avenue driveway for those with garage access permits. Pedestrian access to the campus is provided at California Street, Laurel Street, and Euclid Avenue, and an internal sidewalk system leads to the office building's entrances.

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<sup>5</sup> San Francisco Planning Department, Letter of Determination re: 3333 California Street, March 5, 2015, pp. 11-21.





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**FIGURE 2: EXISTING SITE**

The project site has partially wooded and landscaped areas along its perimeter. There are approximately 195 trees on the site, which are comprised of 48 different tree species. The project site contains approximately 165,200 square feet of open area that includes approximately 34,300 square feet of privately owned, publicly accessible open space and approximately 17,600 square feet of internal private open space. The majority of the open area is in inaccessible planted areas such as the densely planted and sloped area on the southeast portion of the site.

## PROPOSED PROJECT

The proposed project would consist of the phased development of residential uses (anticipated to include both market-rate and affordable dwelling units), retail uses, office uses, a child care center, parking, streetscape improvements, and open space. The existing 14,000-gsf annex building and the two circular garage ramp structures would be demolished, and the existing 455,000-gsf office building, which includes a three-level, partially below-grade parking garage, would be partially demolished. The three existing surface parking lots would be removed, and the existing parking spaces would be relocated to new or renovated below-grade parking structures. The proposed project would include partial demolition and separation of the existing office building at the center of the site into two buildings, adapted for residential uses as Center Building A and Center Building B, and the construction of 13 new buildings along the California Street, Masonic Avenue, Euclid Avenue, and Laurel Street edges: the Plaza A, Plaza B, Walnut, Masonic, and Euclid buildings; the Laurel Duplexes; and the Mayfair Building (see **Figure 3: Proposed Site Plan**). The center buildings would be strengthened to accommodate a two-story addition to Center Building A and a two- and three-story addition to Center Building B. The two buildings would be connected by a covered bridge at the fourth level.

The proposed project would eliminate approximately 376,000 gsf of the existing uses, retaining 49,999 gsf of office uses, relocated elsewhere on the project site, and renovating portions of the existing office building as described above (see **Table 1: Project Summary**). The proposed land use program would be predominantly residential with a mix of other uses (office, retail, child care, and parking). Overall, 1,372,270 gsf of new and rehabilitated space, comprising 824,691 gsf of residential floor area with 558 dwelling units; 49,999 gsf of office floor area; 54,117 gsf of retail floor area; and a 14,690-gsf child care center use would be developed under the proposed project.

The proposed project would amend the San Francisco General Plan (the general plan) and the San Francisco Planning Code (planning code), adding a new Special Use District (SUD) and amending the Zoning and Height and Bulk District Maps. The SUD would establish land use controls for the project site. The Zoning Maps would be amended to change the designation of the site from the current zoning district (Residential, Mixed District, Low Density [RM-1] Zoning District) to the proposed SUD. Height limits would remain at 40 feet except along California Street, where they would be increased from 40 to 45 feet to accommodate higher ceilings for ground-floor retail uses, and at the center of the site from 40 to 80 feet for Center Building A and 92 feet for Center Building B, resulting from the adaptive reuse of the existing office building, which is approximately 55.5 feet tall as measured along the north elevation to the top of the roof (exclusive of the approximately 13-foot-tall mechanical penthouse).





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**FIGURE 3: PROPOSED SITE PLAN**

**Table 1: Project Summary**

Use	Existing		Proposed Project	
	Existing Gross Square Footage or Number of Spaces	Location	Proposed Gross Square Footage or Number of Spaces	Proposed Location
<b>Existing Uses Included in the Proposed Project</b>				
Office	338,000 gsf	Office Bldg.	49,999 gsf	Walnut Building (new construction)
Accessory Office	14,000 gsf	Annex Bldg.	Not Applicable	Not Applicable
Child Care	11,500 gsf	Office Bldg.	14,690 gsf	Walnut Building (new construction)
Storage & Tenant Spaces	12,500 gsf	Office Bldg.	Not Applicable	Not Applicable
Structured Parking	93,000 gsf	Parking Garage	428,773 gsf 93,000 gsf retained or moved 335,773 gsf new	Center Building B Garage (two parking levels retained) <sup>Note A</sup> California Street, Masonic, Mayfair, and Laurel Duplex garages (new construction)
Parking Spaces	543 spaces <sup>Note B</sup> (212 garage plus 331 in surface lots)	Parking Garage and 3 surface lots	895 spaces <sup>Note C</sup>	Center Building B, California Street, Masonic, Mayfair, and Laurel Duplex garages
Freight Loading Spaces	5 spaces	West side of Office Bldg.	6 spaces	California Street Garage (3 spaces), Masonic Garage (3 spaces)
Bicycle Spaces	15 spaces	Parking Garage	693 spaces (592 class 1 and 101 class 2)	Center Buildings A and B and all new buildings (class 1) California Street, Masonic Avenue, Euclid Avenue, center of site (class 2)
Open Area	165,200 sq. ft. <sup>Note D</sup>	See Note D	236,000 sq. ft. <sup>Note E</sup>	Throughout project site, including California Plaza, Cypress Square, Mayfair and Walnut Walks, Presidio Overlook, Pine Street Steps and Plaza, Masonic Plaza, Euclid Green

Use	Existing		Proposed Project	
	Existing Gross Square Footage or Number of Spaces	Location	Proposed Gross Square Footage or Number of Spaces	Proposed Location

(Continued)

**New Uses Introduced by the Proposed Project**

Residential	None	Not Applicable	<b>824,691 gsf</b>	<b>Total</b>
			189,919 gsf (adaptive reuse of Office Bldg.)	Center Buildings A and B (renovated Office Bldg. with additional floors)
			634,772 gsf new	Plaza A, Plaza B, Masonic, Euclid, and Mayfair buildings and Laurel Duplexes (new construction)
			558 dwelling units	All buildings except Walnut Building
Retail	None	Not Applicable	<b>54,117 gsf</b>	Plaza A, Plaza B, Walnut, and Euclid buildings (new construction)
On-Street Commercial and Passenger Loading Spaces	0	Not Applicable	5 (conversion of 15 parking spaces)	California Street and Laurel Street (2 commercial spaces) Masonic Avenue, Euclid Avenue, Laurel Street (3 passenger spaces)
<b>TOTAL GROSS SQUARE FOOTAGE / NUMBER OF SPACES</b>	<b>Existing:</b>  <b>469,000 gsf / 543 spaces</b>		<b>Proposed Project:</b>  <b>1,372,270 gsf / 895 spaces</b>	

*Notes:*

- A** With the adaptive reuse of Center Building B, a portion of Basement Level B1 and all of Basement Level B3 under the eastern portion of the existing office building would be retained for parking and integrated with the proposed California Street Garage (under the proposed Plaza A, Plaza B, and Walnut buildings) and with new below-grade parking under the proposed Masonic, Euclid, and Mayfair buildings.
- B** There are five existing car-share spaces in Basement Level B1 of the structured parking garage.
- C** Parking would include 10 car-share spaces and 26 Americans with Disabilities Act accessible spaces.
- D** Open area includes 51,900 square feet of existing privately-owned open space: the privately-owned publicly-accessible green spaces at the corner of Euclid Avenue and Laurel Street (23,600 square feet) and along Presidio Avenue (10,700 square feet), and the internal private open spaces on the south and east sides of the existing office building (a 4,500-square-foot child care play space and a 13,100-square-foot private courtyard). The remaining approximately 113,300 square feet of open area are inaccessible planted or landscaped areas.
- E** Includes privately-owned publicly accessible open space and private and common open space for the proposed residential uses. Private and common open space would be provided for each of the proposed new buildings and the renovated Center A and Center B Buildings as part of the development of each of these buildings and as part of the overall open space framework.

Source: Prado Group, SKS, BAR Architects, SCB, Jensen (August 2017)

### *Proposed Center Buildings A and B*

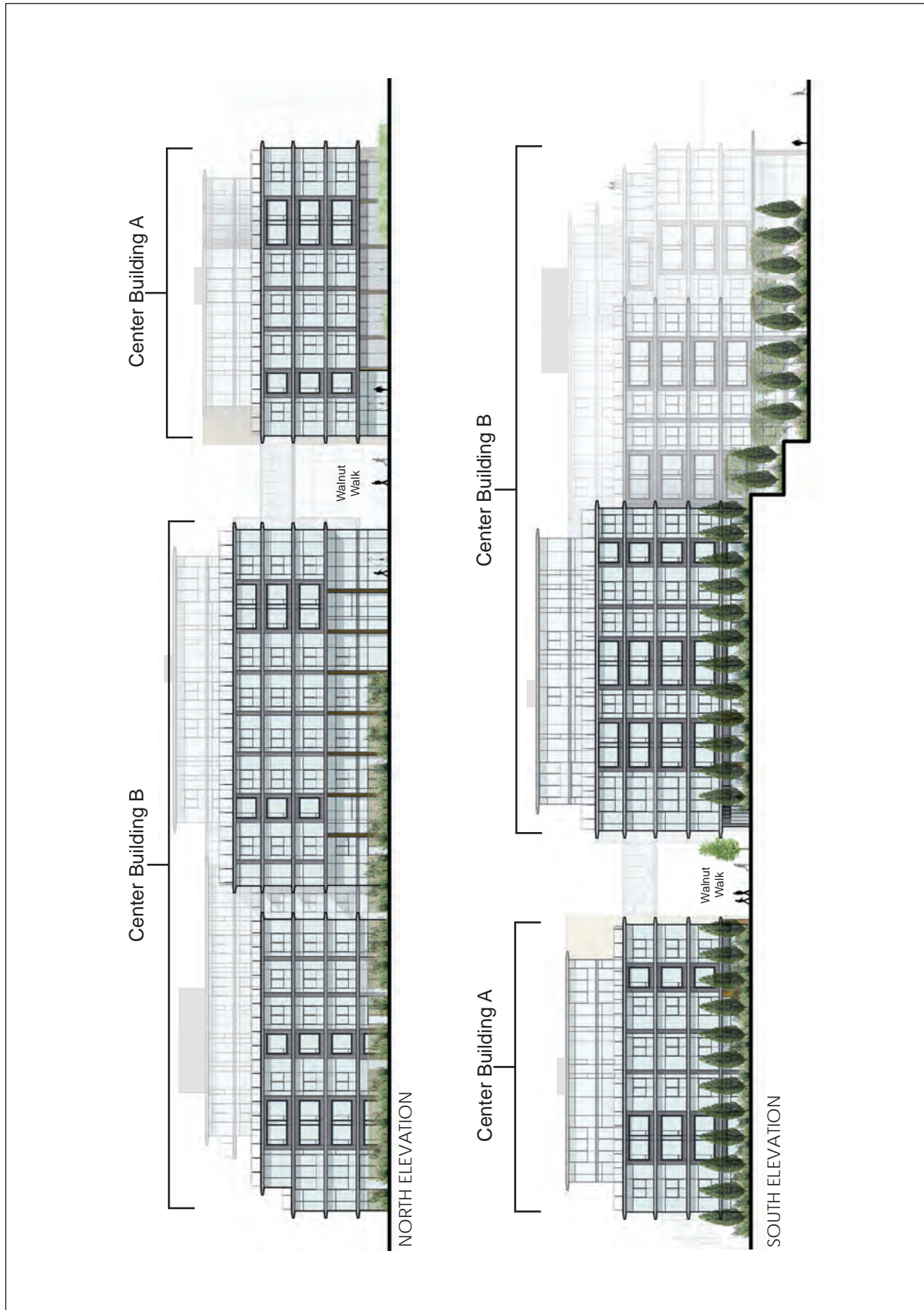
The existing office building and the three-level, partially below-grade parking garage at the center of the project site would be partially demolished. The remaining portion would be divided into two separate buildings, Center Building A and Center Building B, which would be adapted for residential use and strengthened to accommodate vertical additions (two stories would be added to Center Building A [80 feet tall] and two and three stories to the east and west portions of Center Building B [80 and 92 feet tall, respectively]) (see **Figure 4: Proposed Center Building A and Center Building B Elevations**). These new floor additions would equate to additional height of approximately 24 to 36 feet above the existing building's habitable floors. Heights are measured from the residential lobbies of Center Building A and Center Building B, adjacent to the proposed Walnut Walk, to the top of the roof. The adaptive reuse strategy for the existing office building would include the following:

- Demolition of the south wing of the existing office building, the northerly extension of the east wing, and the auditorium on the south side of the east wing
- Removal of the existing fourth floor and main entrance on the north elevation, separation of the eastern and western sections of the existing office building into separate buildings with a connecting bridge at Floor 4 that would span the proposed Walnut Walk, and interior demolition to create an interior courtyard in Center Building B
- Reconstruction of the fourth floor and extension to the outer walls of the floor below (the third floor), addition of two new residential floors to the eastern portion of the east section (Center Building B) and the west section (Center Building A), and addition of three new residential floors to the western portion of the west section of Center Building B. All residential floor additions would be set back from the edge of the existing building

Dividing the existing office building would allow for the development of a linear north-south connection from California Street to Euclid Avenue through the middle of the project site. The proposed north-south connection (the proposed Walnut Walk) would align with Walnut Street, incorporating the site into the surrounding street grid. Center Building A would be an 89,465-gsf residential building (including common areas and amenity space for residents) for 51 dwelling units. Center Building B would be a 252,681-gsf building with 233,423 gsf of residential floor area (including common areas and amenity space for residents) for 139 dwelling units and 19,258 gsf of space for parking (see **Table 2: Characteristics of Proposed Buildings on the Project Site**). The building would have residential uses on the eastern portions of Basement Levels B1 and B2 (possible because the site's south-to-north and west-to-east downward-trending slope means that these levels are not completely subsurface at these "basement" levels).

### *Proposed New Buildings*

The proposed project would include the construction of 13 new buildings, listed below. Similar to Center Buildings A and B the proposed new buildings would also have below-grade and partially below-grade levels due to the site's south-to-north and west-to-east downward-trending slope. (See **Table 2, Figure 3, Figure 5: Proposed California Street and Presidio/Masonic Avenue Elevations**, and **Figure 6: Proposed Euclid Avenue and Laurel Street Elevations**.)



Source: P/SKS (2017)

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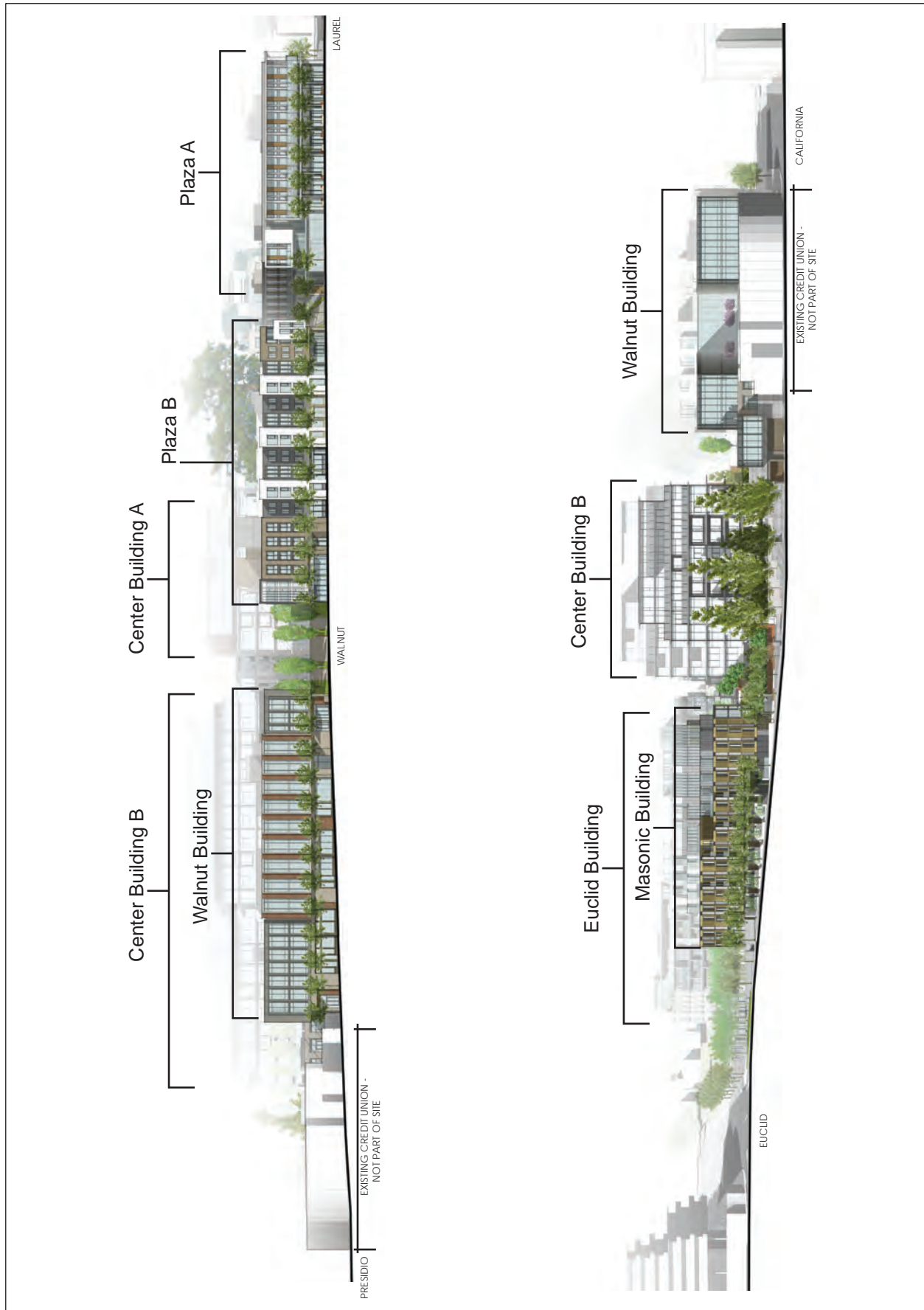
**FIGURE 4: PROPOSED CENTER BUILDING A AND CENTER BUILDING B ELEVATIONS**

Table 2: Characteristics of Proposed Buildings on the Project Site

Building Characteristics	Center Bldg. A	Center Bldg. B	Plaza A Building	Plaza B Building	Walnut Building	Masonic Building	Euclid Building	Laurel Duplex (7)	Mayfair Building	Totals
Location	Center of Site (Office Bldg. Renovation)		California Street (New Construction)			Presidio/Masonic/Euclid (New Construction)		Laurel Street (New Construction)		
Building Height	80 ft.	80 – 92 ft.	45 ft.	45 ft.	45 ft.	40 ft.	40 ft.	37 - 40 ft.	40 ft.	--
Number of Stories	6	6 - 7	4	4	3	4 - 6	4 - 6	4	4	--
Use (gsf)	<b>89,465</b>	<b>252,681</b>	<b>144,878</b>	<b>145,618</b>	<b>263,453</b>	<b>124,892</b>	<b>233,623</b>	<b>58,839</b>	<b>58,821</b>	<b>1,372,270</b>
Residential	89,465	233,423	66,150	72,220	0	88,906	177,345	54,111	43,071	824,691
Office	0	0	0	0	49,999	0	0	0	0	49,999
Retail	0	0	14,178	11,328	24,324	0	4,287	0	0	54,117
Child Care	0	0	0	0	14,690	0	0	0	0	14,690
Parking	0	19,258	64,550	62,070	174,440	35,986	51,991	4,728	15,750	428,773
Dwelling Units	<b>51</b>	<b>139</b>	<b>67</b>	<b>61</b>	<b>0</b>	<b>61</b>	<b>135</b>	<b>14</b>	<b>30</b>	<b>558</b>
Studio+1 bedroom	24	50	40	30	0	27	50	0	14	235
2 bedroom	11	51	23	25	0	24	54	1	6	195
3 bedroom	10	29	4	6	0	10	31	1	10	101
4 bedroom	6	9	0	0	0	0	0	12	0	27
Vehicle Parking Spaces	<b>51<sup>Note A</sup></b>	<b>139<sup>Note A</sup></b>	<b>180<sup>Note B</sup></b>	<b>95</b>	<b>177</b>	<b>61</b>	<b>150</b>	<b>12<sup>Note C</sup></b>	<b>30</b>	<b>895<sup>Note D</sup></b>
Residential	51	139	67	61	0	61	137	12	30	568 <sup>b</sup>
Retail	0	0	43	34	48	0	13	0	0	138
Commercial	0	0	60	0	0	0	0	0	0	60
Office	0	0	0	0	100	0	0	0	0	100
Child Care	0	0	0	0	29	0	0	0	0	29
Bicycle Parking Spaces <sup>Note E</sup>	<b>56</b>	<b>153</b>	<b>96</b>	<b>77</b>	<b>40</b>	<b>67</b>	<b>156</b>	<b>15</b>	<b>33</b>	<b>693</b>
Residential Class 1/Class 2	51 / 5	139 / 14	67 / 7	61 / 6	0	61 / 6	135 / 14	14 / 1	30 / 3	558 / 56
Retail Class 1 <sup>Note F</sup> /Class 2	0	0	10 / 12	0 / 10	4 / 4	0	0 / 7	0	0	14 / 33
Child Care Class 1/Class 2	0	0	0	0	10 / 10	0	0	0	0	10 / 10
Office Class 1/Class 2	0	0	0	0	10 / 2	0	0	0	0	10 / 2

*Notes:*  
**A** Parking for Center Buildings A and B would be provided in Basement Levels B1 and B3 under Center Building B (32 spaces), in Basement Level B1 of the proposed California Street Garage (106 spaces), and in Basement Level B1 of the proposed Masonic Garage (52 spaces).  
**B** Includes the 10 car-share spaces.  
**C** The two parking spaces for the Laurel Duplex without a private parking garage would be located within the proposed Masonic Garage.  
**D** Includes the 10 car-share spaces and 26 Americans with Disabilities Act spaces.  
**E** Residential Class 1 spaces would be located within storage rooms in the proposed buildings. Class 2 spaces would be located along adjacent sidewalks near proposed retail and residential entrances.  
**F** Retail Class 1 spaces would be located in two separate bicycle storage rooms in Basement Level B1 – one under the Plaza B Building and one under the Walnut Building.

Source: Prado Group, SKS, BAR Architects; Solomon Cordwell Buenz; and Jensen Architects (August 2017)



Source: P/ISKS (2017)

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FIGURE 5: PROPOSED CALIFORNIA STREET AND  
PRESIDIO/MASONIC AVENUE ELEVATIONS





Source: P/SKS (2017)

### 3333 CALIFORNIA STREET MIXED-USE PROJECT

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FIGURE 6: PROPOSED EUCLID AVENUE AND LAUREL STREET ELEVATIONS



- **Plaza A Building:**
  - Four-story, 45-foot-tall, 144,878-gsf building at the corner of Laurel and California streets.
  - 66,150 gsf of residential floor area (including common areas and amenity space for residents) for 67 dwelling units, 14,178 gsf of ground-floor retail space, and 64,550 gsf of space for parking, circulation, and storage and mechanical rooms on two parking levels.
  - Approximately 155 feet wide along California Street and approximately 170 feet wide along Laurel Street.
  - Retail spaces accessed from California Street; primary residential entrance on Laurel Street.
  - Set back approximately 18 feet from California Street, forming the proposed California Plaza.
- **Plaza B Building:**
  - Four- to five-story, 45-foot-tall, 145,618-gsf building between the proposed Plaza A Building and the Walnut Street extension.
  - 72,220 gsf of residential floor area (including common areas and amenity space for residents) for 61 dwelling units, 11,328 gsf of retail space, and 62,070 gsf of space for parking, circulation, and storage and mechanical rooms on two parking levels.
  - Inverted L-shaped building extending to the California Street property line and framing the proposed Cypress Square on the south and west sides of the building.
  - Approximately 215 feet wide along California Street and approximately 176 feet wide along the Walnut Street extension.
  - Retail spaces accessed from California Street; primary residential entrance on Mayfair Walk.
- **Walnut Building:**
  - Three-story, 45-foot-tall, 263,453-gsf mixed-use building east of the Walnut Street extension.
  - 24,324 gsf of retail space, 49,999 gsf of office space, 14,690 gsf of child care center space, and 174,440 gsf of space for parking, circulation, loading, and storage and mechanical rooms on three parking levels.
  - U-shaped building framing an interior courtyard on three sides overlooking the triangular-shaped outdoor childcare terrace and the adjacent SF Fire Credit Union to the east.
  - Approximately 245 feet wide along California Street, approximately 176 feet wide along the Walnut Street extension, and approximately 70-feet wide along Presidio Avenue.
- **Masonic Building:**
  - Four- to six-story, 40-foot-tall, triangular-shaped 124,892-gsf building bounded by the proposed Walnut Walk on the west, the private terraces and landscaped area between the building and Center Building B on the north, and Masonic Avenue on the southeast.

- 88,906 gsf of residential floor area (including residential amenity space) for 61 dwelling units and 35,986 gsf of space for parking, circulation, and storage and mechanical rooms on a single parking level.
- Approximately 238 feet wide along Masonic Avenue, approximately 177 feet wide along the proposed Walnut Walk, and approximately 210 feet wide along the area with private terraces and landscaping between the Masonic Building and Center Building B.
- First level partially below-grade (the Masonic Garage) due to the site's southwest-to-northeast downward-trending slope.
- ***Euclid Building:***
  - Four- to six-story, 40-foot-tall, 233,623-gsf building bounded by the private terraces and landscaped area between it and Center Building A on the north, the proposed Walnut Walk on the east, Euclid Avenue on the south, and the proposed private terraces on the west between it and the Laurel Duplexes.
  - 177,345 gsf of residential floor area (including common areas) for 135 dwelling units, 4,287 gsf of retail space, and 51,991 gsf of space for parking and circulation in the single-level parking garage (the Masonic Garage) accessed from Masonic Avenue.
  - 220 feet wide along Euclid Avenue, approximately 254 feet wide along the proposed Walnut Walk, approximately 158 feet wide along the landscaped area between it and Center Building A, and approximately 210 feet wide along the area with private terraces and landscaping between it and the Laurel Duplexes.
  - Set back approximately 67 feet from the Euclid Avenue property line, forming Euclid Green and the private Euclid Terrace open spaces.
  - Internal private courtyard.
- ***Laurel Duplexes:***
  - Seven detached buildings along Laurel Street between Euclid Avenue and the proposed Mayfair Building, each with two residential units.
  - Four stories tall and ranging in height from 37 to 40 feet.
  - 58,839 gsf of total floor area with 54,111 gsf of residential floor area and 4,728 gsf of parking and storage space.
  - Full basement and an independently accessible parking garage for six of the seven duplexes. Parking for the center duplex would be in the parking garage proposed under the Euclid and Masonic buildings in order to retain a mature Live Oak tree.
- ***Mayfair Building:***
  - Four-story, 40-foot-tall, 58,821-gsf building bounded by the proposed Mayfair Walk on the north, the proposed landscaped area to the east between it and Center Building A, the proposed Laurel Duplexes on the south, and Laurel Street on the west.

- 43,071 gsf of residential floor area (including common areas) for 30 dwelling units, and 15,750 gsf of space for parking, circulation, and storage and mechanical rooms on a single parking level.
- Approximately 138 feet wide along the proposed Mayfair Walk, approximately 77 feet wide along the proposed landscape area between the Mayfair Building and Center Building A, approximately 138 feet wide along the proposed Laurel Duplexes, and approximately 77 feet wide along the west (Laurel Street) property line.

### ***Proposed Parking, Circulation, and Loading***

#### **Proposed Parking and Circulation**

##### ***Off-Street Parking***

The proposed parking program would replace and expand the existing 543 surface and subsurface parking spaces on the project site. Overall there would be a total of 895 off-street parking spaces (see **Table 3: Parking Summary**). Parking would be provided in four below-grade parking garages – the California Street Garage, under the Plaza A, Plaza B, and Walnut buildings; the Center Building B Garage, encompassing the two renovated below-grade parking levels under Center Building B (Basement Levels B1 and B3); the Masonic Garage, under the Masonic and Euclid buildings; and the Mayfair Garage, under the Mayfair Building – and in six individual, two-car, parking garages for six of the seven Laurel Duplexes. The ten garages would total 428,773 gsf.

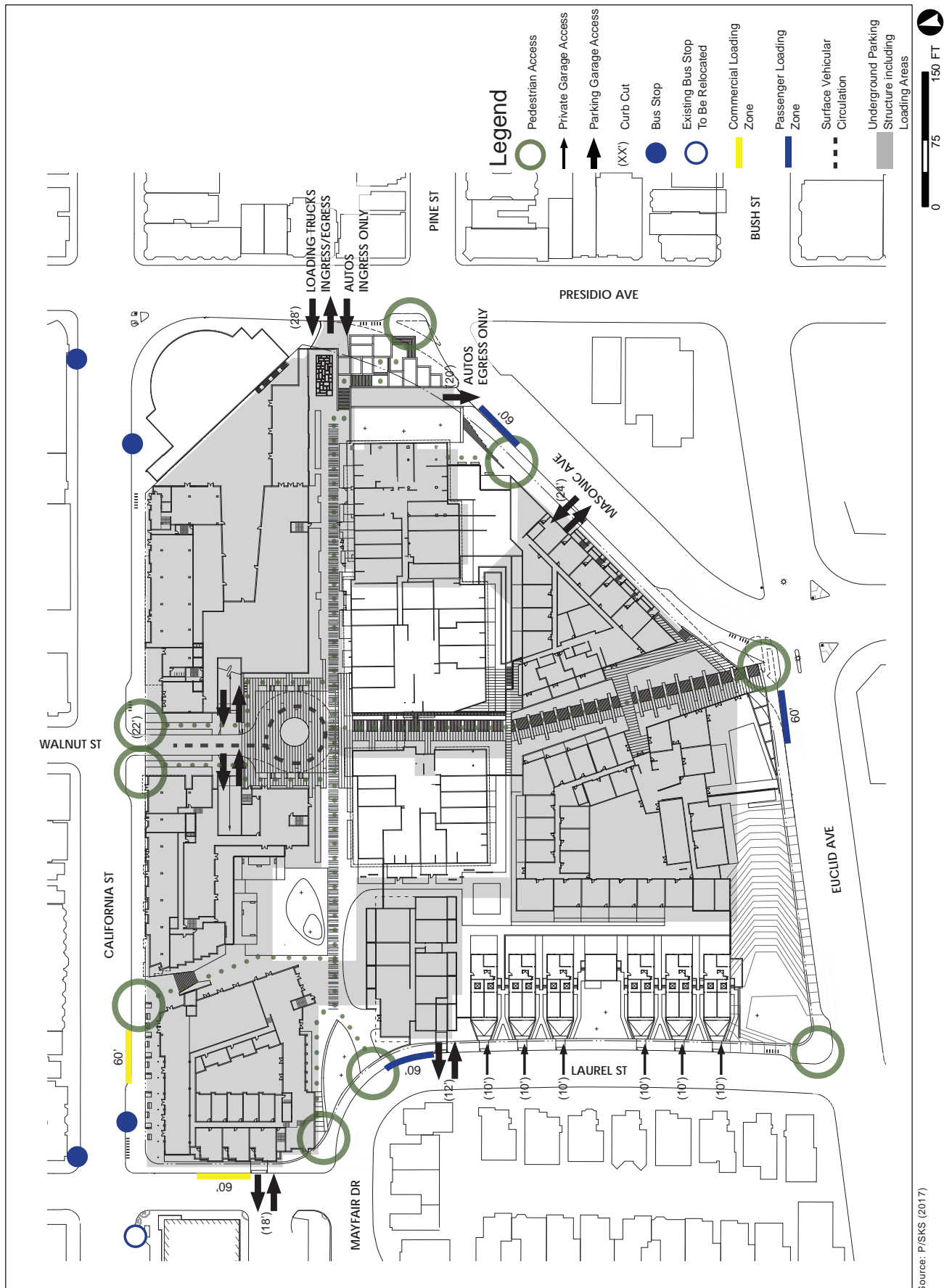
Vehicles would enter and exit the proposed parking garages from the following access points (see **Figure 7: Proposed Site Access** on p. 19):

- An entry/exit driveway off each side of the Walnut Street extension into the project site for the California Street Garage.
- A shared driveway off Presidio Avenue. The driveway would have one entry/exit to the off-street freight loading dock in the California Street Garage. A separate entry (ingress only) would lead to the office, child care, retail, and commercial parking spaces on Basement Levels B3 and B2 of the California Street Garage and to the residential parking in Basement Level B3 of the Center Building B Garage.
- An exit-only driveway onto Masonic Avenue near the intersection with Pine Street for the California Street and renovated Center B Building garages.
- An entry/exit driveway off Masonic Avenue for the Masonic Garage.
- Six individual driveways along Laurel Street for six of the Laurel Duplexes.
- An entry/exit driveway onto Laurel Street south of Mayfair Drive for the Mayfair Garage.
- An entry/exit onto Laurel Street between California Street and Mayfair Drive for the California Street Garage (residential only).

**Table 3: Parking Summary**

Proposed Garage	Primary Entrances to Garage	No. of Parking Spaces	Assigned Use
California Street Garage (Under Plaza A, Plaza B, and Walnut buildings)	Laurel Street	128	Residential uses in Plaza A and Plaza B buildings
	Walnut Street	103	Retail uses in Plaza A, Plaza B, Walnut, and Euclid buildings
		106	Residential uses in Center Buildings A and B
	Presidio Avenue	100 office 35 retail 29 child care	Walnut Building office, retail and child care uses
		10 car share 60 commercial	
Center B Building Garage (Renovated Parking Levels)			
Basement Level B1	Walnut Street	6	Residential uses in Center Buildings A and B
Basement Level B3	Presidio Avenue	26	Residential uses in Center Buildings A and B
Masonic Garage (Under Masonic and Euclid Buildings)	Masonic Avenue	52	Residential uses in Center Buildings A and B
		61	Masonic Building residential uses
		135	Euclid Building residential uses
		2	Laurel Duplex (1) residential uses
Mayfair Garage (Under Mayfair Building)	Mayfair Drive	30	Mayfair Building residential uses
Laurel Garages (Under 6 of 7 Laurel Duplexes)	Laurel Street	12	Laurel Duplexes (6) residential uses
<b>Total No. of Parking Spaces</b>		<b>895</b>	<b>558 for residential uses</b> <b>138 for retail uses</b> <b>100 for office use</b> <b>29 for child care use</b> <b>60 commercial</b> <b>10 car-share spaces</b>

Source: Prado Group, SKS, BAR Architects; Solomon Cordwell Buenz; and Jensen Architects (August 2017)



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FIGURE 7: PROPOSED SITE ACCESS

Curb cuts would be changed, added, or relocated, as follows:

- The existing 28-foot-wide curb cut at the California Street entrance would be reduced to 22 feet with the development of curb bulb-outs at the extension of Walnut Street into the project site, which would terminate with a roundabout. The Walnut Street extension would provide access to two of the California Street parking garage entrances.
- The existing 28-foot-wide curb cut on Presidio Avenue would remain, but would be adjusted slightly to follow the proposed modification to the alignment of the west curb on Presidio Avenue, to be parallel to the existing east curb. The driveway would provide in and out access for the off-street freight loading area and separate in-only access to the California Street Garage for office, retail, and child care uses as well as commercial parking and car-share spaces and to the Center Building B parking level at Basement Level B3 for residential parking.
- A new 20-foot-wide curb cut would be provided for vehicles exiting to Masonic Avenue from the California Street Garage and Basement Level B3 of Center Building B.
- A new 24-foot-wide curb cut on Masonic Avenue would provide in and out access to the proposed Masonic and California Street garages.
- The existing 27-foot-wide curb cut on Laurel Street (between Mayfair Drive and Euclid Avenue) would be removed.
- Six separate 10-foot-wide curb cuts would be added along Laurel Street, south of Mayfair Drive, to provide access to six of the seven Laurel Duplex garages.
- The existing 22-foot-wide curb cut on Mayfair Drive would be relocated to the south and modified to be a 12-foot-wide driveway to provide in and out access to the proposed Mayfair Building's below-grade parking garage.
- A new 18-foot-wide curb cut on Laurel Street, south of California Street, would provide in and out access to the proposed California Street Garage.

#### *On-Street Parking*

The proposed project would reduce the existing 102 on-street vehicle parking spaces (including two car-share spaces on Euclid Avenue) to approximately 66 by eliminating spaces for new curb cuts and converting existing spaces to five new commercial and passenger loading zones (see "Proposed Loading Program" on pp. 21-22). Overall, there would be a net reduction of 33 on-street parking spaces.<sup>6</sup>

#### Proposed Bicycle Parking

The proposed project would provide 592 class 1 bicycle parking spaces (558 spaces for residential uses, 10 spaces for office uses, 14 spaces for retail uses, and 10 spaces for the child care use) and 101 class 2 bicycle parking spaces (56 spaces for residential uses, 2 spaces for office uses, 33 spaces for retail uses, and

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<sup>6</sup> Three additional spaces are being removed as a result of Muni Forward and the shift of the inbound Muni stop towards downtown at the Laurel Street/California Street intersection from the near side of the intersection (west side) to the far side (east side).

10 spaces for the child care use).<sup>7</sup> The proposed class 2 bicycle parking spaces would be located along the edges of the project site at pedestrian access points and near building entrances, and adjacent to the Walnut Building near the roundabout terminating the extension of Walnut Street into the project site.

#### Proposed Pedestrian Circulation

The project site would be integrated with the existing street grid. Pedestrian promenades would be developed to align with Walnut Street and connect to Masonic and Euclid avenues (north/south direction), and to align with Mayfair Drive and connect to Presidio and Masonic avenues and Pine Street (east/west direction). The north-south Walnut Walk and the east-west Mayfair Walk would be closed to vehicular traffic and would provide the primary points of access to the privately owned, common useable open spaces, plazas, squares, and vista points within the project site. The northern portion of Walnut Walk would be the extension of Walnut Street into the project site, which would provide vehicular access to the California Street Garage and terminate at a roundabout.

Pedestrians would be able to walk through the project site from Laurel, California, and Walnut streets to Presidio Avenue, Masonic Avenue, Pine Street, and Euclid Avenue. A pedestrian walkway between the Plaza A and Plaza B buildings (Cypress Stairs) would provide access from the California Street sidewalk (at the midblock between Laurel and Walnut streets) to Cypress Square. Pedestrian access would also be provided at Walnut Street; at Presidio Avenue near the corner of Pine Street at the eastern terminus of Mayfair Walk (Pine Street Steps and Plaza); at the intersection of Masonic and Euclid Avenues at the southern terminus of Walnut Walk (Corner Plaza); and at the western terminus of Mayfair Walk. Pedestrian access to Euclid Green would be provided at the corner of Laurel Street and Euclid Avenue. (See "Proposed Open Space" on pp. 24-26 for a description of these spaces.) These spaces would comply with the Americans with Disabilities Act.

#### Proposed Loading Program

The proposed project would provide six off-street commercial and residential freight loading spaces: three located in the off-street freight loading area in the proposed California Street Garage, accessed from Presidio Avenue, and three located in the off-street freight loading area in the proposed Masonic Garage under the Masonic and Euclid buildings. Both would accommodate garbage trucks as well as delivery vehicles for the retail and office tenants. Residential move-in and move-out loading activities for the new and renovated buildings (except the Laurel Duplexes) would occur within these off-street freight loading areas in the proposed California Street and Masonic garages or from existing on-street spaces along California Street, Presidio Avenue, Masonic Avenue, Euclid Avenue, or Laurel Street (with a special time-limited permit from the SFMTA for use of existing on-street parking spaces). Residential move-in and move-out loading activities for the Laurel Duplexes would occur along Laurel Street (with a special time-limited permit from the SFMTA for use of on-street parking spaces) and/or from private parking garages.

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<sup>7</sup> Class 1 bicycle parking facilities are spaces in secure, weather-protected facilities intended for use as long-term, overnight, and workday bicycle storage by dwelling unit residents, non-residential occupants, and employees. Class 2 spaces are bicycle racks located in publicly-accessible, highly visible locations intended for transient or short-term use by visitors, guests, and patrons to the building or use. Each class 2 bicycle rack would accommodate two bicycles.

In addition to the six proposed off-street freight loading spaces, the project sponsor would request from the SFMTA the conversion of 15 on-street parking spaces to create five separate 60-foot-long commercial (2) and passenger (3) loading zones. The commercial loading zones would be located on the south side of California Street near Laurel Street and on the east side of Laurel Street near California Street. The passenger loading zones would be located on the west side of Masonic Avenue near Presidio Avenue and Pine Street, the north side of Euclid Avenue near Masonic Avenue, and the east side of Laurel Street near Mayfair Drive. Passenger loading would also occur at the proposed roundabout at the terminus of the Walnut Street extension into the project site, and at Basement Level B3 of the California Street Garage near the elevator lobby for the proposed child care center.

### ***Transportation Demand Management (TDM) Plan***

The project sponsor submitted a TDM Plan Application to the Planning Department in August 2017 and has agreed to implement selected TDM measures to reduce per capita automobile use. Selected TDM measures are summarized below:

- **Improve Walking Conditions (TDM Measure Active-1A):** Streetscape improvements proposed along California Street, Presidio Avenue, Masonic Avenue, Euclid Avenue and Laurel Street would be consistent with the Better Streets Plan. The proposed Mayfair and Walnut Walks would integrate the 10-acre site with the existing pedestrian network.
- **Bicycle Parking (TDM Measure Active-2):** Bicycle parking would be provided for residential, office, and retail uses. For residential uses, the required class 1 space for each dwelling unit and two class 2 spaces for every 20 units would be provided. The number of spaces provided for office, childcare, and retail uses would comply with the planning code.
- **Showers and Lockers (TDM Measure Active-3):** At least one shower and at least six clothes lockers would be provided for every 30 class 1 bicycle parking spaces. The number of showers and clothes lockers would meet planning code requirements.
- **Bicycle Repair Station (TDM Measure Active-5):** A bicycle repair station, with tools and supplies such as a bicycle pump and wrenches, would be located on the project site.
- **Car Share Parking (TDM Measure Cshare-1):** Ten car share spaces would be provided in Basement Level B3 of the California Street Garage in accordance with the planning code.
- **Delivery Supportive Amenities (TDM Measure Delivery-1):** An area for the receipt and temporary storage of package deliveries would be provided in the off-street loading areas or other location on the project site.
- **On-Site Childcare (TDM Measure Family-2):** An on-site childcare facility would be provided in the Walnut Building.
- **Multimodal Wayfinding Signage (TDM Measure Info-1):** Multimodal wayfinding signage that directs tenants, residents, visitors, and employees to nearby transportation services would be provided. Signage would comply with city standards.
- **Real Time Information Displays (TDM Measure Info-2):** Real time information displays (showing information about transit lines, walk time to transit locations, or the location of on-site car share vehicles, for example) would be provided in prominent locations on the project site.



- **Tailored Transportation Marketing (TDM Measure Info-3):** Individualized, tailored marketing and communication campaigns regarding sustainable transportation modes would be implemented. A TDM coordinator would manage these marketing services, which would include promotions and welcome packets with information about transportation options. Personal consultations would be offered to new residents and retail employees along with a request for a commitment to try sustainable transportation options.
- **Unbundle Parking (TDM Measure Pkg-1):** All accessory parking for the proposed project would be leased or sold separately from the rental or purchase fees.

The project's proposed TDM Plan may be refined during the planning review process for project entitlements.

### *Proposed Streetscape Improvements*

The proposed project would include the following streetscape improvements, including widening sidewalks to meet minimum widths in the Better Streets Plan:

- **At Presidio Avenue:** The proposed project would include an encroachment at the eastern property boundary along Presidio Avenue, immediately north of the intersection with Pine Street and Masonic Avenue, to accommodate streetscape improvements.
  - Reconfiguration of the curb line in this area to regularize the property's frontage on Presidio Avenue.
  - Removal of the triangular-shaped pedestrian island and the right-most travel lane for southbound traffic on Presidio Avenue merging onto Masonic Avenue.
  - Construction of a corner bulb-out on the west side of the Masonic Avenue/Presidio Avenue/Pine Street intersection.
  - Installation of a continental crosswalk<sup>8</sup> crossing Presidio Avenue (to Pine Street), and widening of the Presidio Avenue sidewalk from 10 to 15 feet.

These streetscape changes would result in an approximately 2,170-square-foot space that would be integrated with the proposed Pine Street Steps and Plaza.

- **At Masonic Avenue and Euclid Avenue:**
  - Reconfiguration of the west curb line on Masonic Avenue.
  - Removal of the triangular-shaped pedestrian island and right-most travel lane for southbound traffic on Masonic Avenue merging onto Euclid Avenue.
  - Incorporation of the existing triangular-shaped pedestrian island into the proposed Corner Plaza, which would be integrated with the southern end of the proposed Walnut Walk.

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<sup>8</sup> Crosswalks with a continental design have parallel striped markings that are the most visible to drivers. Use of continental design for crosswalk marking also improves crosswalk detection for people with low vision and cognitive impairment.

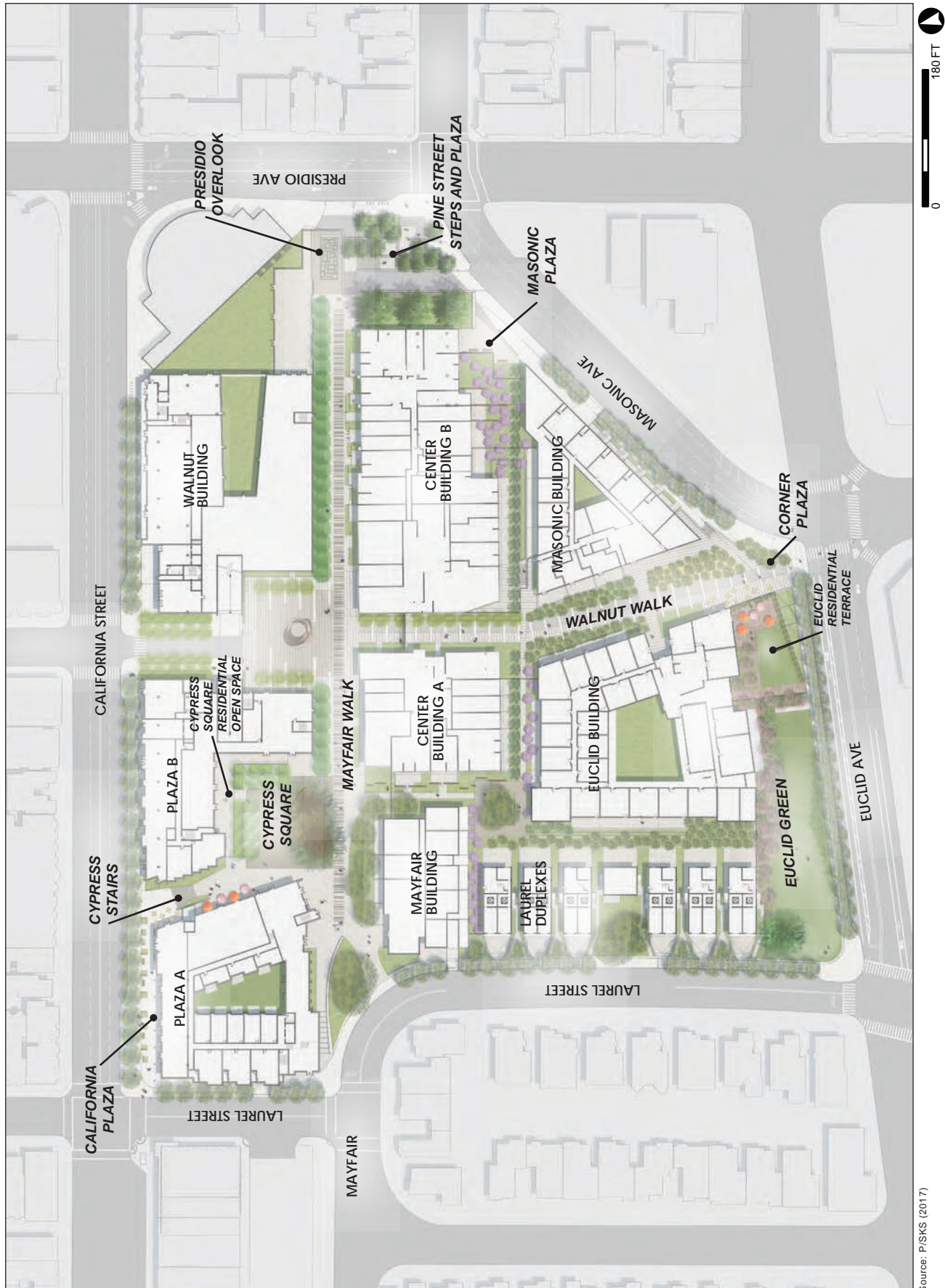
- *At Laurel Street and Mayfair Drive:*
  - Addition of a corner bulb-out at the northeast corner of Laurel Street/Mayfair Drive and an eastside crosswalk at the three-way intersection (crossing Mayfair Drive). The redesigned intersection would be an approximately 650-square-foot space that would highlight the primary east-west pedestrian access to the site – Mayfair Walk.
- *Additional Improvements:*
  - Widening of sidewalks along Masonic Avenue (from 10 to 15 feet), along Euclid Avenue (from 10.5 to 12 feet), and along Laurel Street (from 10 to 12 feet).
  - Addition of corner bulb-outs at the southwest corner of the California Street/Laurel Street intersection, at the southwest and southeast corners of the California Street/Walnut Street intersection, and at the northeast corner of the Laurel Street/Euclid Avenue intersection.

### ***Proposed Open Space and Landscaping***

#### **Proposed Open Space**

The proposed project would retain approximately 53 percent of the overall lot area (approximately 236,000 square feet, excluding green roofs) as open area, with portions developed with a combination of privately owned publicly accessible open space and private walkways, terraces, and internal courtyards (see **Figure 8: Proposed Open Space Plan**). The proposed project would include the following new landscaped open spaces:

- California Plaza (approximately 3,300 square feet) within the setback of the proposed Plaza A Building along California Street, extending east from the Laurel Street/California Street intersection to the proposed Cypress Stairs.
- Cypress Square (between the Plaza A and B buildings) and the western portion of the proposed east-west Mayfair Walk (approximately 28,150 square feet), accessed from the Cypress Stairs between the Plaza A and B buildings, Mayfair Walk, and Walnut Walk; the Cypress Square residential open space would be an approximately 1,570-square-foot private open space adjacent to Cypress Square and serve the Plaza B building.
- Presidio Overlook (approximately 3,800 square feet), at the eastern terminus of Mayfair Walk above the Presidio Avenue driveway, accessed from Mayfair Walk or the Pine Street Steps and Plaza.
- Masonic Plaza (approximately 3,000 square feet), between Center Building B and the Masonic Building along Masonic Avenue.
- Walnut Walk (north-south) to Masonic and Euclid avenues at Corner Plaza (approximately 16,760 square feet, excluding the Walnut Street Extension, roundabout and walkway between Center Building A and Center Building B).



Source: P/SKS (2017)

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**FIGURE 8: PROPOSED OPEN SPACE PLAN**

- Euclid Green (approximately 18,760 square feet), extending from the intersection of Euclid Avenue and Laurel Street at the southwest corner of the site toward the corner of Masonic and Euclid avenues, plus the adjacent Euclid Residential Terrace, an approximately 5,950-square-foot private open space adjacent to Euclid Green.

Overall, the proposed project would provide approximately 103,000 square feet of common useable open area that meets the Planning Code section 135 definition of open space. There would also be approximately 85,000 square feet of private open area that does not include rooftop decks, but does include ground-level terraces, interior courtyards and private internal walkways.

In addition, the proposed improvements at the Presidio Avenue/Pine Street/Masonic Avenue intersection (the proposed Pine Street Steps and Plaza) and the Masonic Avenue and Euclid Avenue intersection (the proposed Corner Plaza) would be partially within the public right-of-way and would total approximately 10,000 square feet of open area. There would also be approximately 8,000 square feet of common useable open area adjacent to the Walnut Street extension and roundabout.

#### Proposed Landscaping

There are 210 trees on and adjacent to the project site, including 15 existing street trees along the California Street frontage. Ten mature trees on the site would be retained, if viable, and 185 trees on the site would be removed, including 19 significant trees (i.e., trees within 10 feet of the public right-of-way that meet specific height, trunk diameter, and canopy width requirements). The 15 street trees along California Street would be removed and replaced. Both the street trees and the significant trees are protected under city ordinances; removal requires a permit from San Francisco Public Works. Thus, a total of 34 protected trees on, and adjacent to, the project site would be removed.<sup>9</sup> The 10 mature trees to be retained would require anchored tree-protection fencing and implementation of tree health-related measures such as mulching, pruning, and pest protection during construction.

The proposed project would add approximately 92 new street trees along California Street, Masonic Avenue, Euclid Avenue, and Laurel Street. A total of 20 trees would be planted on the extension of Walnut Street into the project site; however, these do not count as street trees because the proposed Walnut Street extension would not be considered a public right-of-way. Approximately 250 new trees would also be planted on the project site along the proposed Mayfair and Walnut Walks as well as within privately owned publicly accessible open spaces and common open spaces (a net gain of 85 trees from existing conditions).

### ***Proposed Infrastructure Systems***

#### Proposed Water Systems

##### *Potable*

The project site is served by San Francisco's water supply system. Water connections would be provided to the new and renovated existing buildings, with each building separately metered at the sidewalk. New and renovated buildings would have water-efficient fixtures and appliances. Low-pressure water for

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<sup>9</sup> SBCA Tree Consulting, Arborist Report – Laurel Heights 3333 California St. Tree Survey Report, October 19, 2015 (amended) and Protected Tree Survey March 24, 2017 (amended).

firefighting purposes would be provided from the three existing fire hydrants adjacent to the project site at California and Laurel streets, Masonic and Euclid avenues, and Euclid Avenue/Laurel Street, and two new fire hydrants would be added to the perimeter of the project site on the west side of Masonic Avenue. In addition, fire-fighting water supply storage tanks would be located in Basement Level B3 of Center Building B because of the building's classification as a high-rise.

#### *Non-Potable*

Each of the new buildings would comply with San Francisco's Non-Potable Water Ordinance which requires the use of on-site "alternate water sources" of graywater (e.g., wastewater from bathtubs, showers, bathroom sinks, and clothes washing machines, but not from kitchen sinks, dishwashers or toilets), rainwater (e.g., precipitation collected from roofs and other above-ground collection surfaces, excluding stormwater runoff), and, if demand/supply is adequate, foundation drainage water (e.g., nuisance groundwater that is pumped out to maintain a building's or facility's structural integrity) to meet that building's toilet and urinal flushing and irrigation demands. The proposed project would include the diversion and reuse of graywater and rainwater for toilet and urinal flushing and irrigation (e.g., green roofs) and cooling towers (for buildings with cooling towers). The non-potable water systems would be designed, installed, tested and operated pursuant to San Francisco Department of Public Health (DPH) Rules and Regulations Regarding the Operation of Alternate Water Source Systems.<sup>10</sup>

#### Proposed Wastewater and Stormwater System

The project site is served by the City's combined sewer system. Sewer line connections would be provided to the new and renovated existing buildings and would include the construction of an approximately 8-inch-diameter, 180-foot-long sewer line extension under Masonic Avenue to connect to the 16-inch-diameter sewer line under Presidio Avenue.

The proposed project would be subject to the requirements of San Francisco's Stormwater Management Ordinance and would incorporate low impact design features such as bioretention planters located upstream of storm drain catch basins (installed as part of the proposed streetscape changes) to promote infiltration and limit the amount of water entering the combined sewer system. The proposed project would also implement rainwater harvesting features and increase the amount of permeable/planted area on the site compared to existing conditions.

#### Proposed Electricity and Natural Gas

Electrical and natural gas service to the project site would be provided by PG&E from 12 kilovolt distribution lines under California Street and Euclid Avenue and natural gas lines under California Street and Presidio Avenue. Connections to the PG&E grid would be provided to the new and renovated existing buildings and would include the construction of a new natural gas lines under Euclid Avenue between Laurel Street and Masonic Avenue (approximately 350 feet), under Masonic Avenue between Euclid and Presidio avenues (approximately 625 feet), and under Presidio Avenue (approximately 75 feet) at the intersection of Presidio Avenue/Masonic Avenue/Pine Street. The proposed project would comply with

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<sup>10</sup> San Francisco Department of Public Health, Director's Rules and Regulations Regarding the Operation of Alternate Water Source Systems, March 2016. Available online at [https://www.sfdph.org/dph/files/EHSdocs/ehsWaterdocs/NonPotable/SFHC\\_12C\\_Rules.pdf](https://www.sfdph.org/dph/files/EHSdocs/ehsWaterdocs/NonPotable/SFHC_12C_Rules.pdf). Accessed September 6, 2017.

San Francisco Green Building Requirements for energy efficiency in new buildings. Energy-efficient appliances and energy-efficient lighting would be installed in Center Buildings A and B. An emergency diesel generator would be provided in Center Building B to serve the building's emergency power loads, fire pumps, and elevators.<sup>11</sup>

#### Proposed Renewable Energy

The proposed project is required to meet the State's Title 24 and the San Francisco Green Building requirements for renewable energy, and San Francisco's Better Roof Requirements for Renewable Energy Standards. To partially offset energy demands, roof-mounted solar photovoltaic (PV) system infrastructure to transform sunlight into electricity would be installed on 13 of the 15 buildings, except the Masonic Building and Center Building A, which would be developed as living (or green) roofs. At least 15 percent of the roof area would include this infrastructure and/or roof-mounted solar thermal hot water systems.

#### *Proposed Sustainability Features*

The project sponsor has committed to meeting and exceeding the requirements of the San Francisco Green Building Ordinance by achieving LEED for Neighborhood Development (LEED-ND) Plan certification at a minimum Gold level for the full development, targeting Platinum. To meet this goal, the proposed project would incorporate smart building technologies and materials, such as living (or green) roofs, solar PV systems, and water smart landscaping. The proposed project would provide a network of landscaped public and private open spaces planted with drought tolerant species that would result in the retention of 10 of the 195 existing on-site trees and the planting of 270 new trees on the project site (a net gain of 85 trees).

#### *Excavation and Soils Disturbance*

The proposed project would involve a substantial amount of soils disturbance and excavation, specifically for construction of the below-grade parking garages, building foundations, and site terracing. Approximately 274,000 square feet of the 446,479-square-foot project site would be modified as a result of the proposed project. The depths of excavation would range from 7 to 40 feet below the existing grade (including the elevator and automobile stacker pits) with a total of approximately 288,300 net cubic yards of excavated soils generated during the approximately seven-year construction period.<sup>12</sup>

Pile driving is not proposed; however, rock fragmentation using earth moving equipment, such as loaders, heavy-duty backhoes, hoe-rams, dozers equipped with rippers, and jack hammers, would be expected. Dewatering may be needed if groundwater or perched water is encountered during the drilling of soldier pile foundations.<sup>13</sup>

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<sup>11</sup> The existing emergency generator and related fuel storage and electrical substations in the basement levels of the existing parking garage would be removed as part of demolition activities.

<sup>12</sup> Approximately 3,700 cubic yards of excavated soils would be reused on the project site as fill.

<sup>13</sup> Langan Treadwell Rollo, Preliminary Geotechnical Investigation, December 3, 2014, pp. 5, 9, and 11.

Because serpentinite, which contains naturally occurring asbestos, is present in bedrock on the project site, an Asbestos Dust Mitigation Plan and Site Mitigation Plan would be prepared before excavation begins. Bedrock handling and disposal would be performed in accordance with these plans.<sup>14</sup> Excavated soils would be tested for the presence of contaminants, and soils that qualify for use as fill would be stockpiled and used on the project site to the maximum extent feasible.

The proposed new buildings would be supported on continuous and/or individual foundations bearing on native stiff to very stiff clay, medium dense sand, or bedrock.<sup>15</sup> The perimeter walls of new buildings adjacent to the existing parking garage may need to be supported on drilled piers that gain support in the bedrock below the elevation of the bottom of the existing parking garage.

## CONSTRUCTION SCHEDULE AND PHASING

The proposed project would be constructed in four development phases: Phase 1 (Masonic and Euclid Buildings, with 196 residential units and 266,251 gsf of residential and 4,287 gsf of retail), Phase 2 (Center Buildings A and B, with 190 residential units and 322,888 gsf of residential), Phase 3 (Plaza A, Plaza B, and Walnut buildings with 128 residential units and 138,370 gsf of residential, 49,830 gsf of retail, and 49,999 gsf of office, and 14,690 gsf of child care), and Phase 4 (Mayfair Building and Laurel Duplexes with 44 residential units and 97,182 gsf of residential). The phases would overlap, i.e., the Phase 2 demolition stage for the adaptive reuse of the existing office building (Center Buildings A and B) would commence during the exterior work for the proposed Masonic and Euclid buildings in Phase 1. Full build-out is expected to occur approximately seven years after project entitlements, if executed from start to finish of the prescribed overlapping development phases. The preliminary construction schedule assumes spring 2020 as the start of construction and spring 2027 as the end of construction. Construction-related activities would typically occur Monday through Friday, between 7 a.m. and 3:30 p.m., although some work is anticipated to occur on Saturdays between 7 a.m. and 3:30 p.m. Nighttime construction work is not anticipated, nor is construction anticipated to occur on Sundays or major legal holidays.

## PROJECT VARIANT

The project sponsor is also considering a variant to the proposed project that would change the use of the proposed Walnut Building from a mixed-use office building to a mixed-use residential building. Under this variant, the 49,999 gsf of office space in the proposed Walnut Building would instead be developed for housing, and 744 dwelling units would be developed on the project site, an increase of 186 dwelling units over the number in the proposed project. There would be an additional 76 vehicle parking spaces provided under the variant. The proposed Walnut Building would have a total of 368,170 gsf, with 153,920 gsf of residential uses, 18,800 gsf of retail uses, a 14,650-gsf childcare use, and an 180,800-gsf below-grade parking garage. The overall height of the proposed Walnut Building under the project variant would be approximately 67 feet (compared to 45 feet with the proposed project) and five levels over Basement Level B1 (compared to two levels with the proposed project). No other features of the proposed project would change under the variant.

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<sup>14</sup> Ibid, pp. 5 and 12.

<sup>15</sup> Ibid, pp. 13-22.



## ANTICIPATED APPROVALS

The project site is currently zoned RM-1. The RM-1 zoning controls permit up to one dwelling unit per 800 square feet of lot area (or, with conditional use authorization for a Planned Unit Development, one dwelling unit per 600 square feet of lot area minus one unit). RM-1 does not permit office uses or retail sales and service uses. Other restrictions were placed on development of the site in Planning Commission Resolution 4109, adopted in 1952.

Implementation of the proposed project or project variant would require general plan, planning code, and zoning map amendments. The project sponsor would seek to have a new Special Use District (SUD) created, which would require a recommendation by the Planning Commission and approval by the Board of Supervisors. The project sponsor may also seek approval of a Development Agreement (or other agreement), the terms of which the project sponsor and the City are still discussing and as to which the project sponsor is gathering community input.

The following is a preliminary list of San Francisco agencies' anticipated approvals for the proposed project and the project variant and is subject to change. These approvals may be reviewed in conjunction with the required environmental review, but may not be granted until after the required environmental review is completed.

### **Actions by the City Planning Commission**

- Certification of Environmental Impact Report (EIR) and adoption of findings under CEQA
- Conditional Use/Planned Unit Development authorization to permit development of buildings with height in excess of 50 feet, to provide exceptions to open space, dwelling unit exposure, and rear yard setback requirements of the RM-1 Zoning District, and to amend or rescind Planning Commission Resolution 4109
- Adoption of Findings of Consistency with the general plan and priority policies of Planning Code section 101.1
- Recommendation to Board of Supervisors to approve planning code and zoning map amendments
- Recommendation to Board of Supervisors to approve Special Use District
- Recommendation to Board of Supervisors to approve Development Agreement, if applicable
- General plan referral for street vacation/dedication associated with the development of Corner Plaza at Masonic and Euclid avenues; the Pine Street Steps and Plaza at the Masonic/Pine/Presidio intersection; and for sidewalk widening
- Approval of a Transportation Demand Management Plan (Planning Code section 169)

### **Actions by the San Francisco Board of Supervisors**

- Adoption of findings under CEQA
- Adoption of Findings of Consistency with the General Plan and priority policies of Planning Code section 101.1
- Approval of planning code and zoning map amendments



- Approval of Special Use District
- Approval of Development Agreement, if applicable
- Approval of street vacation/dedication associated with the development of Corner Plaza at Masonic and Euclid avenues and the Pine Street Steps and Plaza at the Masonic/Pine/Presidio intersection
- Approval of sidewalk widening legislation
- Adoption of resolution to amend or rescind Planning Commission Resolution 4109

#### **Actions by Other City Departments**

##### *San Francisco Public Works*

- o Approval of Subdivision Map
- o Public hearing and approval of permits to remove and replace street trees on California Street and to remove protected trees on the project site within 10 feet of the public right-of-way
- o Approval of permits for streetscape improvements in the public right-of-way, including new curb cuts on Masonic Avenue (two) and Laurel Street (eight)
- o Approval of an encroachment permit for the proposed curb bulb-outs and associated streetscape improvements on the west side of Presidio Avenue at the intersection with Pine Street and Masonic Avenue, on the west side of Masonic Avenue at the intersection with Euclid Avenue, and on the east side of Laurel Street at the intersection with Mayfair Drive
- o Approval of a street space permit from the Bureau of Street Use and Mapping if sidewalk(s) are used for construction staging and pedestrian walkways are constructed in the curb lane(s),
- o Recommendation to Board of Supervisors to approve legislation for sidewalk widening

##### *San Francisco Municipal Transportation Agency*

- o Approval of request for on-street commercial truck (yellow) and passenger (white) loading zones on Laurel Street, California Street, Masonic Avenue, and Euclid Avenue
- o Approval of a special traffic permit from the Sustainable Streets Division if sidewalk(s) are used for construction staging and pedestrian walkways are constructed in the curb lane(s),
- o Approval of construction within the public right-of-way (e.g., bulbouts and sidewalk extensions) to ensure consistency with the Better Streets Plan
- o Approval of the placement of bicycle racks on the perimeter sidewalks and within the project site

##### *San Francisco Department of Building Inspection*

- o Review and approval of demolition, excavation, and site/building permits
- o Review and approval of construction permit for non-potable water system
- o Approval of a permit for nighttime construction if any night construction work is proposed that would result in noise greater than five dBA above ambient noise levels

- o Review and approval of plumbing plans for non-potable water reuse system per the Non-potable Water Ordinance

*San Francisco Public Utilities Commission*

- o Review and approval of Erosion and Sediment Control Plan, in accordance with Article 4.1 of the San Francisco Public Works Code
- o Review and approval of any changes to sewer laterals (connections to the City sewer system)
- o Review and approval of any changes to existing publicly-owned fire hydrants, water service laterals, water meters, and/or water mains
- o Review and approval of the size and location of new fire, standard, irrigation, and/or recycled water service laterals
- o Review and approval of post-construction stormwater design guidelines including a Stormwater Control Plan, in accordance with City's 2016 Stormwater Management Requirements and Design Guidelines
- o Review and approval of Landscape Plan per the Water Efficient Irrigation Ordinance
- o Approval of the use of dewatering wells per Article 12B of the Health Code (joint approval by the San Francisco Department of Public Health)
- o Review and approval of documentation for non-potable water reuse system per the Non-potable Water Ordinance

*San Francisco Department of Public Health*

- o Review and approval of Site Mitigation Plan, in accordance with San Francisco Health Code Article 22A (Maher Ordinance)
- o Review and approval of a Construction Dust Control Plan, in accordance with San Francisco Health Code Article 22B (Construction Dust Control Ordinance)
- o Approval of the use of dewatering wells per Article 12B of the Health Code (joint approval by the San Francisco PUC)
- o Review and approval of design and engineering plans for non-potable water reuse system and testing prior to issuance of Permit to Operate

**Actions by Other Government Agencies**

*Bay Area Air Quality Management District*

- o Approval of any necessary air quality permits for installation, operation, and testing (e.g., Authority to Construct/Permit to Operate) for individual air pollution sources, such as boilers and emergency standby diesel generator
- o Approval of Asbestos Dust Mitigation Plan for construction and grading operations

## SUMMARY OF POTENTIAL ENVIRONMENTAL ISSUES

The proposed project and the project variant could result in potentially significant environmental effects. The Planning Department will prepare an initial study (IS) and an environmental impact report (EIR) to evaluate the physical environmental effects of the proposed project in accordance with the California Environmental Quality Act (CEQA). The IS will assess both project-specific and cumulative impacts for all topics in the City's IS Checklist. The EIR will further examine those issues identified in the IS as having potentially significant effects, identify mitigation measures, and analyze whether the mitigation measures would reduce the environmental effects to a less-than-significant level. The IS will be published and circulated for a 30-day public review period. Based on the information in the IS and public comment received, a focused Draft EIR will be prepared. The Draft EIR will be published and circulated for a 45-day public review period. The EIR will evaluate a No Project Alternative that assumes no change to the existing physical conditions on the project site, as well as additional project alternatives that could potentially reduce or avoid any significant environmental impacts associated with the proposed project.

As part of the review process under CEQA, the Planning Department will convene a public scoping meeting at which public comment will be solicited on the issues that will be covered in the EIR (see "Public Scoping Process" on p. 37 for more details). It is anticipated that the EIR will address the following environmental topics: historic architectural resources, transportation and circulation, noise, and air quality. Environmental impacts related to land use and land use planning; population and housing; cultural resources including tribal cultural resources, subsurface cultural (archeological) resources, and human remains; greenhouse gas emissions; wind and shadow; recreation; utilities and service systems; public services; biological resources; geology and soils; hydrology and water quality; hazards and hazardous materials; mineral and energy resources; and agricultural and forest resources are anticipated to be analyzed in the IS, unless significant impacts are identified that cannot be mitigated to a less-than-significant level, in which case, any such impacts analysis will be included in the EIR.

The project and project variant meet all of the requirements of a transit-oriented infill development project under Public Resources Code Section 21099; therefore, aesthetics and parking shall not be considered in determining if the project has the potential to result in significant environmental effects. However, visual renderings will be included within the project description of the EIR for reference.

The environmental issues to be addressed are described briefly below. For all topics, whether in the IS or in the EIR, the analysis will consider the impacts of the proposed project as well as those of the project variant and will describe where the impacts would differ. Therefore, the reference to 'proposed project' below also refers to the project variant.

### *Land Use and Land Use Planning*

The land use and land use planning topic will describe existing land uses on the project site and in the surrounding vicinity and analyze whether the proposed project would physically divide an established community or result in land use conflicts with adjacent and nearby uses.

### ***Population and Housing***

The population and housing topic will analyze the potential for the proposed project to result in direct or indirect impacts on population, employment, and housing, and residential displacement.

### ***Cultural Resources***

The existing building on the project site is considered a historical resource for purposes of CEQA. The proposed project would alter the existing building, demolishing portions of it and adding one or two stories to the remaining portions of the building. The EIR will describe the historical resource, summarize applicable portions of a Historical Resources Evaluation and the Planning Department's Historic Resources Evaluation Response, identify significant impacts, and describe any mitigation measures identified to reduce or eliminate the impacts.

The project site was originally part of the larger Laurel Hill Cemetery. The IS will analyze potential impacts on tribal cultural resources, subsurface archaeological resources, and human remains.

### ***Transportation and Circulation***

The proposed project would generate a net increase in vehicle trips to and from the project site, as well as increases in transit ridership, pedestrian and bicycle activity, and loading demand. The transportation and circulation issues will be analyzed in accordance with the Planning Department's *Transportation Impact Analysis Guidelines for Environmental Review* (October 2002) and Planning Commission Resolution 19579 establishing vehicle miles traveled (VMT) as the appropriate transportation review standard. The EIR will summarize the results of the analysis, identify specific transportation impacts and mitigation measures associated with the proposed changes to circulation in the proposed project, and discuss construction-period transportation and circulation impacts. The EIR analysis will discuss transit conditions, VMT, traffic hazards, pedestrian and bicycle conditions, freight loading, emergency access, and construction-related transportation conditions; identify any significant impacts that could occur; and identify appropriate mitigation measures that could reduce or eliminate those impacts. The transportation analysis will also evaluate the proposed project's contribution to cumulative effects of reasonably foreseeable development, transit improvements, and/or streetscape improvements in the project vicinity. The EIR will discuss parking conditions for informational purposes.

### ***Noise***

The topic of noise will include analysis of noise compatibility standards for residential, office, and child care land uses, and discuss the long-term impacts of noise that could result from the proposed project. Short-term construction-related noise and vibration impacts also will be assessed, and the analysis will evaluate the potential for noise from the proposed project to adversely affect nearby sensitive land uses.

### ***Air Quality***

The topic of air quality will include analysis of consistency of the proposed project with applicable air quality plans and standards, the potential for the proposed project to result in emissions of criteria air pollutants and toxic air contaminants that may affect sensitive populations, and the potential for the proposed project to result in sources of odor. The air quality analysis will include quantification of both construction-related and operational air pollutant emissions, and will summarize the results of a health

risk assessment prepared to evaluate potential long-term health effects of emissions from both project construction and operation.

### ***Greenhouse Gas Emissions***

The topic of greenhouse gas emissions will include an analysis of the proposed project's consistency with the City's Greenhouse Gas Reduction Strategy and the degree to which the proposed project's greenhouse gas emissions could result in a significant effect on the environment.

### ***Wind and Shadow***

The topic of wind will evaluate the potential for the proposed new buildings to alter ground-level winds in a manner that substantially affects public areas. The analysis of shadow will include an evaluation of the potential for the proposed project to result in shadow that substantially affects outdoor recreation facilities and other publicly accessible open spaces, including City parks. In addition, for informational purposes the shadow analysis will qualitatively describe the potential for the proposed project to result in shadow on the project's proposed privately owned publicly accessible open spaces.

### ***Recreation***

The topic of recreation will include an analysis of whether the proposed project could physically degrade existing parks, recreational facilities, and open space or require the construction of new parks or recreational facilities that could have a physical effect on the environment.

### ***Utilities and Service Systems***

The topic of utilities and service systems will include analysis of potable water and wastewater conveyance and treatment capacities, and will discuss disposal of solid waste that may be generated by the proposed project. This topic will also include an assessment of whether the proposed project would require the construction of new water supply, wastewater treatment, or wastewater/stormwater drainage facilities, and if so, whether that construction could result in adverse environmental effects. A Water Supply Assessment was approved by the San Francisco Public Utilities Commission on June 13, 2017, for the proposed project in accordance with CEQA Guidelines Section 15144 and sections 10910 to 10915 of the California Water Code; a copy will be included in the CEQA documents as an appendix.

### ***Public Services***

The topic of public services will include a discussion of whether existing public services – police and fire protection, schools, libraries, emergency medical services – would be adversely affected by the proposed project so as to require new or physically altered facilities, the construction of which could cause significant impacts.

### ***Biological Resources***

The topic of biological resources will discuss the existing biological resources on the project site and identify any significant impact on those resources, including trees to be removed, the presence of any special-status species or migratory corridors. Tree protection plans for trees to be retained will be summarized, and

compliance with the Urban Forestry Ordinance, the Green Landscaping Ordinance, and the Migratory Bird Treaty Act will be discussed.

### ***Geology and Soils***

The topic of geology and soils will include an analysis related to the susceptibility of the project site to seismic activity, liquefaction, landslides, erosion, soil stability, and risks to life or property. The analysis will also explain whether the proposed project would directly or indirectly destroy a unique paleontological resource or site or a unique geologic feature.

### ***Hydrology and Water Quality***

The topic of hydrology and water quality will assess the potential for the proposed project to violate water quality standards or waste discharge requirements or result in adverse effects on groundwater supplies. The analysis will also consider the degree to which the proposed project could affect drainage patterns or create water runoff that could affect stormwater drainage systems of the City's combined sewer system. The analysis will consider the potential of the proposed project to place housing within a flood hazard area.

### ***Hazards and Hazardous Materials***

The topic of hazards and hazardous materials will discuss the potential for the proposed project to create a significant hazard to the public or the environment related to hazardous materials as a result of construction; through the routine transport, use, or disposal of hazardous materials; or as a result of the emission or release of hazardous material into soils or groundwater. The section will also assess whether the proposed project would interfere with an adopted emergency response plan. The project site is currently on the Leaking Underground Storage Tank Sites list maintained by the State Water Resources Control Board List (Geotracker ID T0607501246) and compiled pursuant to Section 65962.5 of the California Government Code. The southeast portion of the project site is underlain with serpentine which contains naturally occurring asbestos.

### ***Mineral and Energy Resources***

This topic will analyze the proposed project's impacts on any existing mineral resources, and on local and regional energy supplies. This section will summarize an energy assessment describing the proposed project's energy requirements, compliance with existing energy standards, and energy use efficiencies.

### ***Agricultural and Forest Resources***

The topic of agricultural and forest resources will analyze potential impacts on any existing agricultural or forest resources.

### ***Other CEQA Issues***

The IS and EIR analyses will identify feasible mitigation measures intended to lessen or reduce significant environmental impacts of the proposed project and the EIR will list any significant impacts that have been determined to be unavoidable. Pursuant to CEQA and the State CEQA Guidelines Section 15126.6, the EIR will also analyze a reasonable range of alternatives that would reduce or avoid one or more significant environmental impacts identified in the EIR, including a No Project Alternative, which will assume no

change to the existing physical conditions on the project site, and one or more alternatives to address other significant effects of the proposed project that are identified in the EIR.

## FINDING

This project could have a significant effect on the environment and a focused environmental impact report will be prepared. This finding is based upon the criteria of the State CEQA Guidelines, Sections 15064 (Determining Significant Effect) and 15065 (Mandatory Findings of Significance). The purpose of the EIR is to provide information about potential significant physical environmental effects of the proposed project, to identify possible ways to minimize the significant effects, and to describe and analyze possible alternatives to the proposed project. Preparation of an NOP or EIR does not indicate a decision by the City to approve or to disapprove the project. However, prior to making any such decision, the decision makers must review and consider the information contained in the EIR.

## PUBLIC SCOPING PROCESS

Pursuant to the State of California Public Resources Code Section 21083.9 and CEQA Guidelines Section 15206, the Planning Department will hold a public scoping meeting to receive oral comments concerning the scope of the EIR. The meeting will be held on **Monday, October 16, 2017, from 6:00 to 8:00 p.m.** at the **Jewish Community Center's Fisher Family Hall at 3200 California Street.** This is not a program of the JCCSF. The San Francisco Planning Department is the host of this scoping meeting. As stated, the purpose of the meeting is to solicit public comments on the scope of the environmental analysis being prepared for the project by the Planning Department.

To request a language interpreter or to accommodate persons with disabilities at the scoping meeting, please contact the staff contact listed below at least 72 hours in advance of the meeting. Written comments will also be accepted at this meeting and until 5:00 p.m. on Friday, October 20, 2017. Written comments should be sent or emailed to Julie Moore, EIR Coordinator, San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, CA 94103, or [Julie.Moore@sfgov.org](mailto:Julie.Moore@sfgov.org) and should reference the project title and case number on the front of this notice.

**State Agencies:** If you work for an agency that is a Responsible or a Trustee Agency, we need to know the views of your agency as to the scope and content of the environmental information that is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency may need to use the EIR when considering a permit or other approval for this project. Please include the name of a contact person in your agency. If you have questions concerning environmental review of the proposed project, please contact **Julie Moore at 415.575.8733 or [Julie.Moore@sfgov.org](mailto:Julie.Moore@sfgov.org).**

Members of the public are not required to provide personal identifying information when they communicate with the Commission or the Department. All written or oral communications, including submitted personal contact information, may be made available to the public for inspection and copying upon request and may appear on the Department's website or in other public documents.

9/18/17  
\_\_\_\_\_  
Date

  
\_\_\_\_\_  
Lisa Gibson

Environmental Review Officer

## **APPENDIX B**

**Initial Study – 3333 California Street Mixed-Use Project  
(including Water Supply Assessment)  
April 25, 2018**





**Initial Study**  
**3333 California Street Mixed Use Project**

Planning Department Case No. 2015-014028ENV  
State Clearinghouse No. 2017092053

April 25, 2018

Written comments should be sent to:

Julie Moore  
Senior Environmental Planner  
San Francisco Planning Department  
1650 Mission Street, Suite 400  
San Francisco, CA 94103  
[julie.moore@sfgov.org](mailto:julie.moore@sfgov.org)



**SAN FRANCISCO**  
**PLANNING**  
DEPARTMENT



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## ACRONYMS AND ABBREVIATIONS

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ABAG	Association of Bay Area Governments
ADRP	Archaeological Data Recovery Plan
AMP	Archaeological Monitoring Program
ATP	Archaeological Testing Plan
Caltrans	Californian Department of Transportation
CEQA	California Environmental Quality Act
California register	California Register of Historical Resources
CO	carbon monoxide
building department	San Francisco Department of Building Inspection
health department	San Francisco Department of Public Health
DPM	diesel particulate matter
ERO	Environmental Review Officer
FAR	floor area ratio
FARR	Final Archaeological Resource Report
FEMA	Federal Emergency Management Agency
FTA	Federal Transit Administration
GHG	greenhouse gases
gsf	gross-square-foot or gross square feet
HRE	Historic Resource Evaluation
JCCSF	Jewish Community Center of San Francisco
LEED	Leadership in Energy and Environmental Design
LUST	leaking underground storage tank
mgd	million gallons per day
mg/kg	milligram per kilogram
mg/L	milligram per liter
MLD	Most Likely Descendant
mph	miles per hour
MTC	Metropolitan Transportation Commission
MTCO <sub>2</sub> E	metric ton of carbon dioxide equivalents
Muni	San Francisco Municipal Railway
NAHC	California State Native American Heritage Commission
NO <sub>x</sub>	oxides of nitrogen
NO <sub>2</sub>	nitrogen dioxide
NPDES	National Pollutant Discharge Elimination System
NWIC	Northwest Information Center
O <sub>3</sub>	ozone
Pb	lead
CBs	polychlorinated biphenyls
PG&E	Pacific Gas & Electricity
PM	particulate matter
PM <sub>2.5</sub>	PM composed of particulates that are 10 microns in diameter or less
PM <sub>10</sub>	PM composed of particulates that are 2.5 microns in diameter or less
ppm	parts per million
parks department	San Francisco Recreation and Park Department
public works	San Francisco Public Works
regional water board	San Francisco Bay Area Regional Water Quality Control Board
air basin	San Francisco Bay Area Air Basin

SF Fire Credit Union	San Francisco Fireman's Credit Union
SFMTA	San Francisco Municipal Transportation Agency
SFPUC	San Francisco Public Utilities Commission
school district	San Francisco Unified School District
SO <sub>2</sub>	sulfur dioxide
SUD	Special Use District
TACs	toxic air contaminants
TCR	tribal cultural resource
TDM	Transportation Demand Management
UCSF	University of California at San Francisco
UST	underground storage tank
UWMP	Urban Water Management Plan
VMT	vehicle miles traveled
WSA	Water Supply Assessment





# **Initial Study**

## **3333 California Street Mixed-Use Project**

Planning Department Case File No. 2015-014028ENV

### **A. PROJECT DESCRIPTION**

#### **INTRODUCTION**

The 3333 California Street Mixed-Use Project (proposed project) site is an approximately 446,490-square-foot, or 10.25-acre, parcel bounded by California Street to the north, Presidio Avenue to the east, Masonic Avenue to southeast, Euclid Avenue to the south, and Laurel Street/Mayfair Drive to the west, in San Francisco's Presidio Heights neighborhood, in the northwest portion of San Francisco (see Figure 1: Project Location, p. 3). The project sponsor, Laurel Heights Partners, LLC, owns the site and leases it to the Regents of the University of California, which uses the project site for its University of California San Francisco (UCSF) Laurel Heights Campus. Prior to the project sponsor's recent acquisition of fee title to the site, the project sponsor had entered into a 99-year pre-paid ground lease with the Regents, the former owner of the site, in 2014. The project site does not include the San Francisco Fireman's Credit Union (now called SF Fire Credit Union) at the southwest corner of California Street and Presidio Avenue, which is on a separate parcel.

The project site is developed with a four-story, 455,000-gross-square-foot (gsf)<sup>1</sup> office building with a three-level, 212-space, partially below-grade parking garage at the center of the site; a one-story, 14,000-gsf annex building at the corner of California and Laurel streets; three surface parking lots with a total of 331 spaces connected by internal roadways; two circular garage ramp structures leading to below-grade parking levels; and landscaping or landscaped open space (see Figure 2: Existing Site, p. 4). The campus serves as the primary location for UCSF's offices for its social, behavioral, and policy science research departments.

The proposed project consists of redevelopment of the site from office, research, child care, and parking uses to a mix of residential, retail, office, child care, and associated parking uses. These proposed uses would be located in 13 new buildings and in the adaptively reused office building, which would be divided into two separate residential buildings (see Figure 3: Proposed Site Plan, p. 5). Proposed parking would be provided in four below-grade parking garages<sup>2</sup> and six individual, two-car parking garages.<sup>3</sup> The proposed project would require demolition, soils disturbance, and

---

<sup>1</sup> Gross square footages and square footages presented for the existing and proposed uses are approximate.

<sup>2</sup> The below-grade parking garages may be fully or partially integrated; however, the engineering feasibility of internal connections has yet to be determined.

<sup>3</sup> The individual parking garages would serve six of the seven townhomes identified as the Laurel Duplexes.

excavation to depths ranging from 7 to 40 feet below the existing grade for construction of the below-grade parking garages, building foundations, and site terracing.

The project site has historically been occupied by large-scale uses. From 1854 to 1946 it was part of the larger Laurel Hill Cemetery (formerly Lone Mountain Cemetery). Laurel Hill Cemetery is listed on the California Register of Historical Resources as California Historical Landmark 760.<sup>4</sup> In 1946, the area was cleared and graded in anticipation of being developed by the San Francisco Unified School District (school district). In April 1953, the Fireman's Fund Insurance Company (Fireman's Fund) purchased the property from the school district. Fireman's Fund constructed the existing buildings and parking garage and developed the overall site in phases between 1955 and 1966, occupying the site from 1957 to 1982 as its corporate headquarters. In 1982, the property was sold and became the Presidio Corporate Center, during which time it underwent office renovations and was occupied with office tenants.

In January 1985, the UC Regents purchased the property and remodeled the space to suit the University's medical and scientific research uses. In July 2014, prior to the project sponsor's recent acquisition of fee title to the site, the project sponsor had entered into a 99-year pre-paid long-term ground lease with the UC Regents, the former owner of the site, allowing for the re-development of the project site. UCSF anticipates moving services and staff at the Laurel Heights Campus to other UCSF locations, such as the Mission Bay or Parnassus campuses, within five years of the execution of the long-term ground lease.<sup>5</sup>

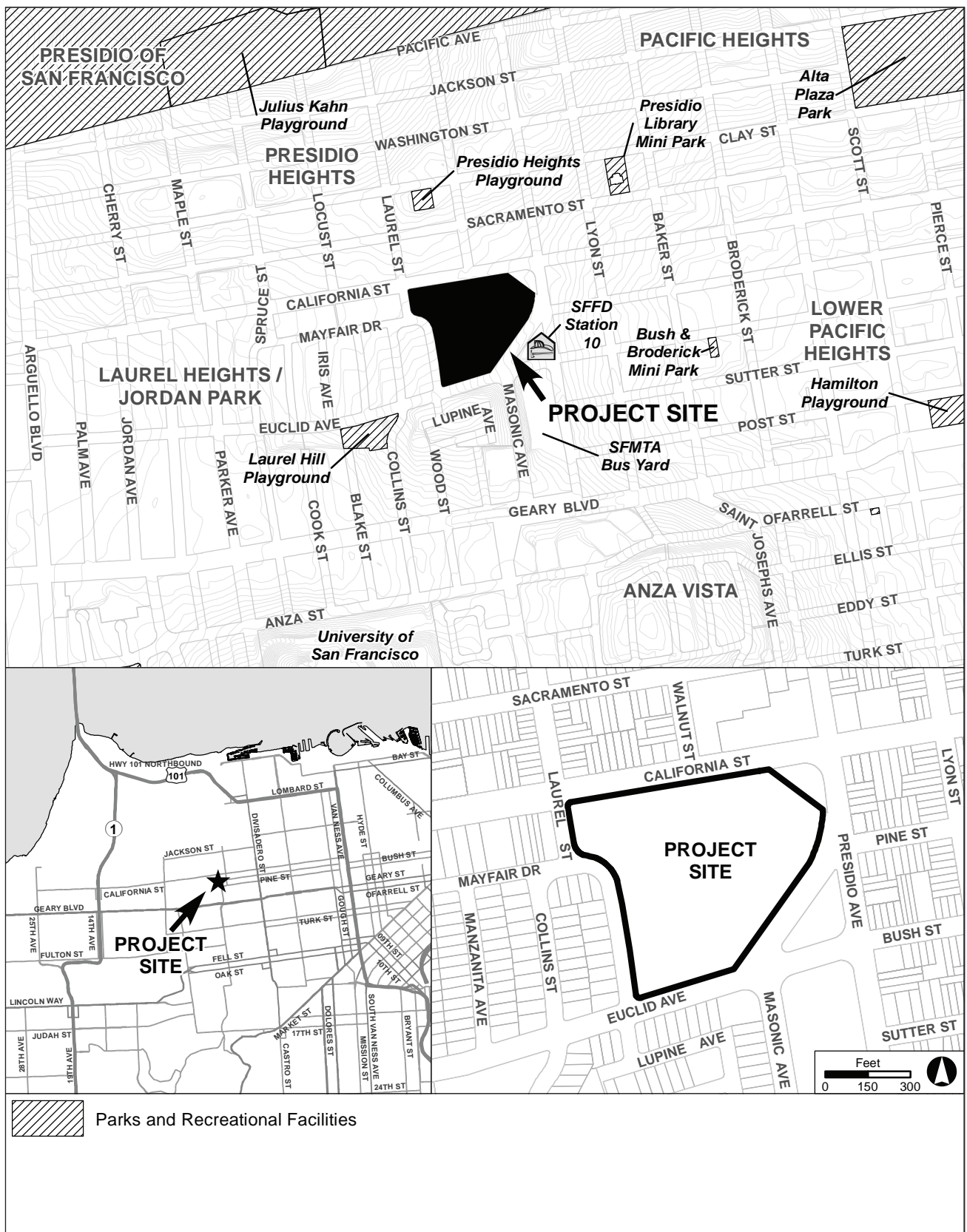
The existing office building has been identified as being eligible for listing on the California Register of Historical Resources and a National Register of Historic Places Registration Form has been submitted for review to the California State Historic Preservation Office.<sup>6</sup>

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<sup>4</sup> Per California Public Resources Code section 5031(a): "All landmark registrations up to and including Register No. 769, which were approved without the benefit of criteria, shall be approved only if the landmark site conforms to the existing criteria as determined by the California Historical Landmarks Advisory Committee or as to approvals on or after January 1, 1975, by the State Historical Resources Commission."

<sup>5</sup> Regents of the University of California, University of California at San Francisco (UCSF) 2014 Long Range Development Plan Environmental Impact Report, p. 3-56, <https://www.ucsf.edu/content/lrdp-environmental-impact-report-downloads>, accessed August 3, 2017.

<sup>6</sup> California Department of Parks and Recreation, Primary Record (DPR 523) for Laurel Heights Building and Annex Building, San Francisco, California, June 31, 2010, prepared by Carey & Co., Inc. as part of the UCSF Historic Resources Survey, San Francisco, California, December 3, 2010; LSA, Historic Resource Evaluation, Part I, 3333 California Street, December 28, 2017; and Corbett, Michael (Architectural Historian) and Denise Bradley (Landscape Historian), National Register of Historic Places Registration Form for Fireman's Fund Insurance Company Office at 3333 California Street, San Francisco, California submitted to California State Historic Preservation Office, February 5, 2018. A copy of DPR 523, the Historic Resource Evaluation (Part I), the National Register of Historic Places Registration Form, and all other documentation cited in this initial study, unless otherwise noted, are available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2015-014028ENV.



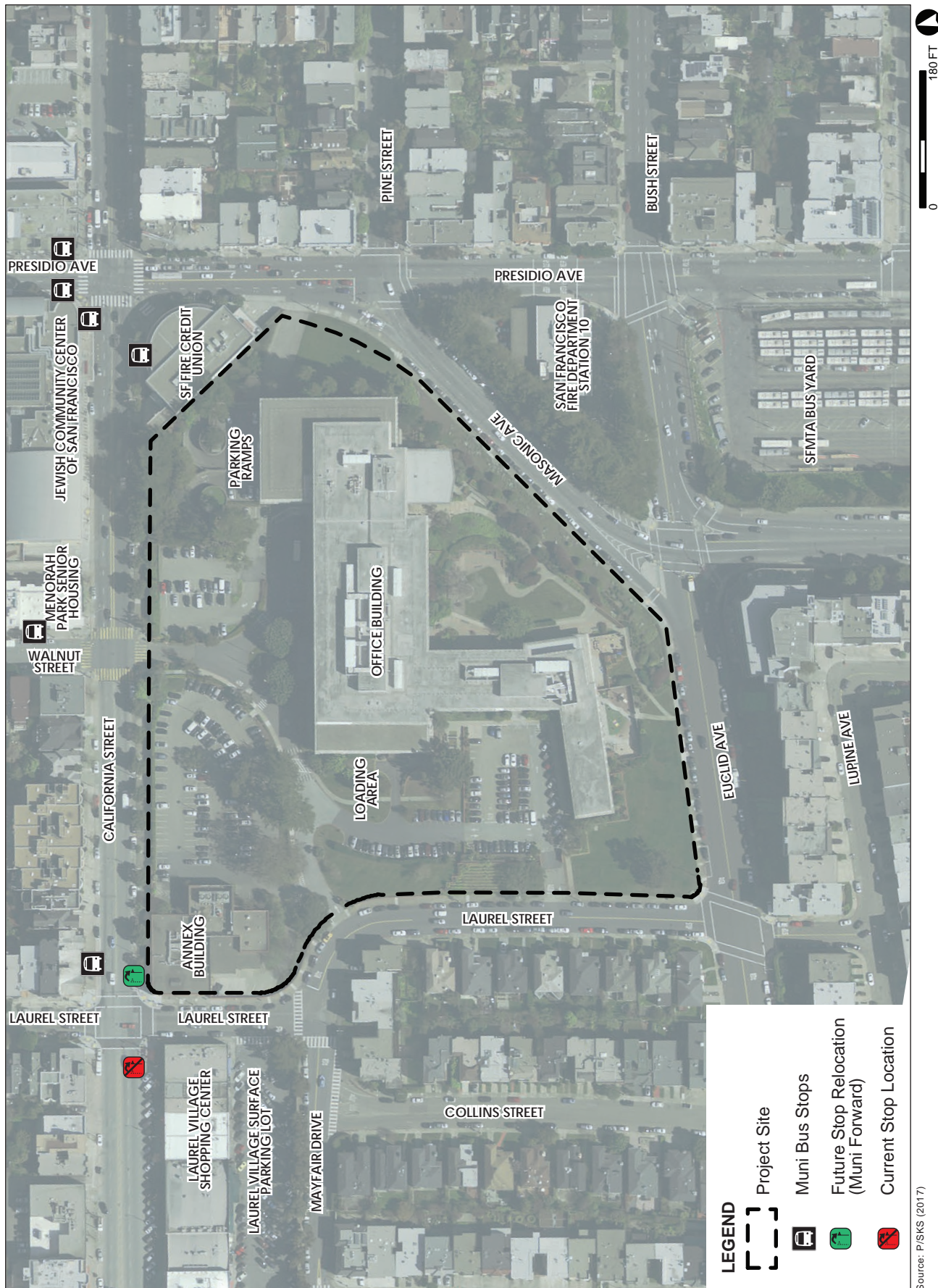
Source: SWCA (2017)

## 3333 CALIFORNIA STREET MIXED-USE PROJECT

2015-014028ENV

FIGURE 1: PROJECT SITE LOCATION





**3333 CALIFORNIA STREET MIXED-USE PROJECT**

2015-014028ENV

**FIGURE 2: EXISTING SITE**



## OVERVIEW OF PROPOSED PROJECT AND PROJECT VARIANT

The project sponsor is requesting rezoning and adoption of a Special Use District, Conditional Use authorization and approval of a planned unit development, and approval of a Development Agreement for a multiphase, mixed-use development on the project site to be developed over a 7-to 15-year construction timeframe. The project site plan is shown in Figure 3, p. 5. As envisioned, the proposed project would include phased development (four phases) of residential uses (anticipated to include both market-rate and affordable dwelling units), retail uses, office uses, a child care center, parking, streetscape improvements, and open space. The project sponsor is also studying a variant to the proposed project: the Walnut Building Variant that replaces the proposed office use in the Walnut Building with residential uses and less retail space.<sup>7</sup>

Under the proposed project, the existing annex building, surface parking lots, and circular garage ramp structures along California Street would be demolished. The existing approximately 55.5-foot-tall office building at the center of the site (exclusive of the approximately 13-foot-tall mechanical penthouse) would be partially demolished and adapted to serve as two separate buildings, Center Building A and Center Building B, connected by a covered bridge. Dividing the building would allow for the development of a linear north-south connection from California Street to Euclid Avenue through the middle of the project site. The proposed north-south connection would align with Walnut Street (the proposed Walnut Walk) incorporating the site into the surrounding street grid. Center Building A and Center Building B would be renovated, adapted for residential use, and strengthened to accommodate vertical additions (see Figure 3, p. 5). Two residential levels would be added to Center Building A for a building height of approximately 80 feet tall. Two residential levels would be added to the east portion of Center Building B and three residential levels would be added to the west portion, for a building height ranging from approximately 80 feet on the east portion to 92 feet on the west portion. The heights are measured from the proposed residential lobbies adjacent to the proposed Walnut Walk to the top of the roof. A total of 13 new buildings would be constructed along California Street, Masonic Avenue, Euclid Avenue, and Laurel Street for a total of 15 buildings on site. The new buildings would consist of the following:

- The Plaza A and Plaza B buildings, two four-story mixed-use residential buildings with ground floor retail along California Street between Laurel and Walnut streets with proposed heights of 45 feet<sup>8</sup>
- The Walnut Building, a three-story mixed-use office building with ground floor retail and child care space along California Street east of Walnut Street with a proposed height of 45 feet

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<sup>7</sup> The project variant is also identified as the Mixed-Use Multi-Family Housing Variant in the technical background studies and background supporting documentation.

<sup>8</sup> The overall heights referenced above, below and throughout the document are determined as described in Planning Code section 260 or will require a modification to the methodology through the planned unit development approval process.

- The Masonic Building, a four- to six-story residential building along Masonic Avenue with a proposed height of 40 feet
- The Euclid Building, a four- to six-story mixed-use residential building with limited ground floor retail and a proposed height of 40 feet. The retail space would front the south end of the proposed Walnut Walk near the intersection of Euclid and Masonic avenues
- The Laurel Duplexes, seven two-unit residential townhomes along Laurel Street with proposed heights of up to 40 feet
- The Mayfair Building, a four-story residential building near the Laurel Street and Mayfair Drive intersection with a proposed height of 40 feet

The proposed project would eliminate approximately 376,000 gsf of the existing uses, providing 49,999 gsf of office uses on the project site (to be located in the proposed Walnut Building) and renovating portions of the existing office building at the center of the site for residential use (see Table 1: Project Summary).

The proposed land use program would be predominantly residential with a mix of other uses (office, retail, and child care) proposed for the Plaza A, Plaza B, and Walnut buildings along California Street and ground-floor retail proposed for the Euclid Building. Overall, 1,372,270 gsf of new and rehabilitated space, comprising 824,691 gsf of residential floor area with 558 dwelling units; 49,999 gsf of office floor area; 54,117 gsf of retail floor area; and a 14,690-gsf child care center use would be developed under the proposed project.

The proposed project would provide 895 off-street parking spaces, 352 more than are now on the site. There would be four separate below-grade parking garages with access to 883 spaces, and six individual, two-car parking garages with access to 12 spaces for the Laurel Duplexes<sup>9</sup>, as follows:

- Renovated below-grade parking levels (Basement Levels B1 and B3) under Center Building B
- A below-grade parking garage under the Plaza A, Plaza B, and Walnut buildings with two and three levels (California Street Garage)
- Two below-grade, single-level parking garages with one under the Masonic and Euclid buildings and southern portion of the proposed Walnut Walk (Masonic Garage) and the other under the Mayfair Building (Mayfair Garage)

The proposed project would include affordable housing units as required under Planning Code section 415 and/or as set forth in a Development Agreement (DA) for the proposed project between the project sponsor and the City. The terms of the DA regarding provision of affordable housing and other matters are still under discussion, and, in addition, the project sponsor is gathering community input regarding this matter.

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<sup>9</sup> Twelve of the fourteen proposed residential units in the Laurel Duplexes would have 12 parking spaces (one per residential unit) in the six independently accessible, two-car parking garages while the remaining two residential units would have two spaces in the proposed Masonic Garage.



**Table 1: Project Summary**

Use	Existing		Proposed Project	
	Existing Gross Square Footage or Number of Spaces	Location	Proposed Gross Square Footage or Number of Spaces	Proposed Location
<b>Existing Uses Included in the Proposed Project</b>				
Office	338,000 gsf	Office Bldg.	49,999 gsf	Walnut Building (new construction)
Accessory Office	14,000 gsf	Annex Bldg.	Not Applicable	Not Applicable
Child Care	11,500 gsf	Office Bldg.	14,690 gsf	Walnut Building (new construction)
Storage Spaces	12,500 gsf	Office Bldg.	Not Applicable	Not Applicable
Structured Parking	93,000 gsf	Parking Garage	428,773 gsf 93,000 gsf retained or moved	Center Building B Garage (two parking levels retained) <sup>Note A</sup>
			335,773 gsf new	California Street, Masonic, Mayfair, and Laurel Duplex garages (new construction)
Parking Spaces	543 spaces <sup>Note B</sup> (212 garage plus 331 in surface lots)	Parking Garage and 3 surface lots	895 spaces <sup>Note C</sup>	Center Building B, California Street, Masonic, Mayfair, and Laurel Duplex garages
Freight Loading Spaces	5 spaces	West side of Office Bldg.	6 spaces	California Street Garage (3 spaces), Masonic Garage (3 spaces)
Bicycle Spaces	15 spaces	Parking Garage	693 spaces (592 class 1 and 101 class 2)	Center Buildings A and B and all new buildings (class 1) California Street, Masonic Avenue, Euclid Avenue, center of site (class 2)
Open Area	165,200 square feet <sup>Note D</sup>	See Note D	236,000 square feet <sup>Note E</sup>	Throughout project site, including California Plaza, Cypress Square, Mayfair and Walnut Walks, Presidio Overlook, Pine Street Steps and Plaza, Masonic Plaza, Euclid Green
<b>New Uses Introduced by the Proposed Project</b>				
Residential	None	Not Applicable	824,691 gsf	Throughout site (reuse and new construction total)
			189,919 gsf (adaptive reuse of Office Bldg.)	Center Buildings A and B (renovated Office Bldg. with additional floors)
			634,772 gsf new	Plaza A, Plaza B, Masonic, Euclid, and Mayfair buildings and Laurel Duplexes (new construction)
			558 dwelling units	All buildings except Walnut Building
Retail	None	Not Applicable	54,117 gsf	Plaza A, Plaza B, Walnut, and Euclid buildings (new construction)

Use	Existing		Proposed Project	
	Existing Gross Square Footage or Number of Spaces	Location	Proposed Gross Square Footage or Number of Spaces	Proposed Location
On-Street Commercial and Passenger Loading Spaces	0	Not Applicable	4 (conversion of 15 parking spaces)	California Street and Laurel Street (1 commercial space) Masonic Avenue, Euclid Avenue, Laurel Street (3 passenger spaces)
<b>TOTAL GROSS SQUARE FOOTAGE / NUMBER OF SPACES</b>	<b>Existing:</b>  <b>469,000 gsf / 543 spaces</b>		<b>Proposed Project:</b>  <b>1,372,270 gsf / 895 spaces</b>	

*Notes:*

- A** With the adaptive reuse of Center Building B, a portion of Basement Level B1 and all of Basement Level B3 under the eastern portion of the existing office building would be retained for parking and integrated with the proposed California Street Garage (under the proposed Plaza A, Plaza B, and Walnut buildings) and, potentially, with the new below-grade parking under the proposed Masonic, Euclid, and Mayfair buildings.
- B** There are five existing car-share spaces in Basement Level B1 of the structured parking garage.
- C** Parking would include 10 car-share spaces and 26 Americans with Disabilities Act accessible spaces. Pursuant to San Francisco Green Building Code sections 4.106.4 and 5.106.5 up to 8 percent of parking spaces would be developed with electric vehicle charging stations and other spaces would be electric vehicle ready.
- D** Open area includes 51,900 square feet of existing privately owned open space. UCSF currently grants public access to the green spaces at the corner of Euclid Avenue and Laurel Street (23,600 square feet) and along Presidio Avenue (10,700 square feet). The internal private open spaces on the south and east sides of the existing office building (a 4,500-square-foot child care play space and a 13,100-square-foot private courtyard) are for UCSF's exclusive use. The remaining approximately 113,300 square feet of open area are inaccessible planted or landscaped areas. Open area does not include existing surface parking lots (approximately 139,000 square feet).
- E** Includes all landscaped areas and common open space and private open space for the proposed residential uses. A portion of the common open space would be open to the public. Private and common open space would be provided for each of the proposed new buildings and the renovated Center A and Center B Buildings as part of the development of each of these buildings and as part of the overall open space framework.

*Source:* Laurel Heights Partners, LLC; BAR Architects; SCB; Jensen (August 2017)

The proposed project would amend the San Francisco Planning Code (planning code), adding a new Special Use District (SUD). The SUD would establish land use zoning controls for the project site. The Zoning Maps would be amended to show changes for the project site from the current zoning (Residential, Mixed District, Low Density [RM-1] Zoning District) to the proposed SUD zoning, which would apply. In addition, it would require a waiver or modification of any applicable conditions of Planning Commission Resolution 4109 (Resolution 4109 [described in detail below on pp. 22-23]).<sup>10</sup> Height limits would remain at 40 feet except along California Street, where height limits would be increased from 40 to 45 feet to accommodate higher ceilings for ground-floor retail uses, and at the center of the site (from 40 feet to 80 and 92 feet) for the renovated buildings resulting from the adaptive reuse of the existing office building, which is approximately 55.5 feet tall as measured along the north elevation to the top of the roof (exclusive of the approximately 13-foot-tall mechanical penthouse).

<sup>10</sup> City and County of San Francisco, City Planning Commission Resolution 4109, November 13, 1952.

In addition, the project sponsor would seek approval of a Conditional Use authorization/Planned Unit Development to permit development of buildings in excess of 50 feet in height and to provide for minor deviations from the provisions for measurement of height; to allow for more units than principally permitted in the RM-1 Zoning District, i.e., additional dwelling unit density under the project variant; and to allow certain planning code exceptions to open space requirements, dwelling unit exposure, and rear yard setback requirements mandated by the planning code in an RM-1 Zoning District including the allowance for commercial uses necessary to serve residents of the immediate vicinity.

The proposed project would widen the existing 10-foot-wide sidewalks on Presidio and Masonic avenues (adjacent to the project site) to meet the recommended widths identified in the Better Streets Plan (15 feet). The existing sidewalks on Euclid Avenue (10.5 feet wide) and Laurel Street (10 feet wide) would be widened to meet the minimum widths identified in the Better Streets Plan (12 feet). The proposed project would include other streetscape changes such as plazas, corner bulbouts, new street trees, and other landscaping as part of a series of proposed improvements along Presidio Avenue, Masonic Avenue, Euclid Avenue, Laurel Street and Mayfair Drive. The proposed improvements would result in changes to the intersections of Presidio Avenue/Masonic Avenue/Pine Street, Masonic Avenue/Euclid Avenue, and Mayfair Drive/Laurel Street. Overall, approximately 53 percent of the project site (approximately 236,000 square feet – excluding rooftop space reserved for living (or green) roofs and solar photovoltaic systems) would be retained as open area. Approximately 103,000 square feet of the project site would be developed as common open space with portions open to the public, e.g., the proposed Mayfair and Walnut walks, Cypress Square, Presidio Overlook, and Euclid Green (discussed below, pp. 66-69). Private and common useable open spaces<sup>11</sup> for use by future residents and building users (e.g., child care use) would be developed in the form of balconies, rooftop decks, terraces, and courtyards.

The project sponsor is also considering the Walnut Building Variant, a variant to the proposed project that would change the use of the proposed 263,453-gsf Walnut Building from a mixed-use office building to a mixed-use residential building (see pp. 81-85). Under the project variant, the office use in the proposed Walnut Building would be replaced with residential uses, the retail floor area would be reduced, and the child care use would be retained but slightly reduced. With this project variant, 744 dwelling units would be developed on the project site (186 more than the proposed project) and 971 vehicle parking spaces, including ten car-share spaces, would be provided in the below-grade parking garages (76 more than the proposed project). Under the project variant, the height of the proposed Walnut Building would be approximately 67 feet (three more levels [or 22 feet taller] than under the proposed project, requiring a change to the 40-foot height limit) to accommodate the new residential use. Under the project variant the proposed Walnut Building would be approximately 368,170 gsf with a residential floor area of approximately 153,920 gsf, a retail floor area of 18,800 gsf, an approximately 14,650-gsf child care center, and an approximately 180,800-gsf parking garage. Overall, 1,476,987 gsf of new and rehabilitated space,

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<sup>11</sup> Planning Code section 135 sets forth the requirements for private and common usable open space.

comprising 978,611 gsf of residential floor area; 48,593 gsf of ground floor retail spaces; 14,650 gsf of childcare center space would be developed under the Walnut Building Variant.

## **PROJECT LOCATION AND SITE CHARACTERISTICS**

The approximately 446,490-square-foot, or 10.25-acre, project site occupies Lot 003 on Assessor's Block 1032 in San Francisco's Presidio Heights neighborhood in the northwest portion of San Francisco (see Figure 1, p. 3). The irregularly shaped parcel is bounded by California Street to the north (an approximately 730-foot-long frontage), Presidio Avenue to the east (an approximately 280-foot-long frontage), Masonic Avenue to southeast (an approximately 422-foot-long frontage), Euclid Avenue to the south (an approximately 348-foot-long frontage), and Laurel Street/Mayfair Drive to the west (an approximately 742-foot-long frontage). The two-story building that houses the SF Fire Credit Union, located on a triangular-shaped lot at the northeast corner of Assessor's Block 1032 (corner of California Street and Presidio Avenue), is on a separate parcel and is not part of the project site.

Along California Street, the project site is bordered by an approximately 10-foot-tall brick wall with a pedestrian entrance and curb cut for the California Street entrance. The brick wall is set back 5 feet from the north property line, with a planting strip in the setback. At the corner of Laurel and California streets, the brick wall joins with the one-story annex building to wrap around the corner and along Laurel Street. It continues to border the project site to the west, with a pedestrian entrance and curb cut for the Mayfair entrance. South of the Mayfair entrance, the wall is set back behind a formally landscaped, stepped slope and terminates immediately north of the Laurel Street entrance. The existing office building has a brick perimeter wall along its Presidio Avenue and Masonic Avenue frontages and is set back at least 36 feet from the east (Masonic Avenue) property line. The eastern portion of the project site has a substantial number of mature trees, landscaping, and open space.

Approximately 63 percent of the site is covered by buildings or other impermeable surfaces (e.g., internal roadways and surface parking lots) and 37 percent is landscaping or landscaped open space. The project site's topography exhibits a generally southwest-to-northeast trending downslope. From its high point of 308 feet San Francisco City Datum<sup>12</sup> at the southwest corner (Euclid Avenue and Laurel Street) the site slopes downward to the north and east toward California Street and Presidio Avenue with a grade change of approximately 65 feet. The average slope gradient on the site is approximately 20 percent. However, the slope gradient varies from 5 to 15 percent on the northern portion of the site to greater than 20 percent on the southern portion. The project site is located in an area with known or suspected hazardous materials from former underground storage tanks and naturally occurring asbestos in bedrock beneath the site.

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<sup>12</sup> San Francisco City Datum establishes the City's zero point for surveying purposes at approximately 8.6 feet above the mean sea level established by the 1929 U.S. Geological Survey datum.

## Existing Land Uses

### *Site Vicinity*

The project site is in the Laurel Heights/Jordan Park area of San Francisco's Presidio Heights neighborhood. It is adjacent to the Pacific Heights and Western Addition<sup>13</sup> neighborhoods (to the east) and just north of the Anza Vista area of the Inner Richmond neighborhood. The parcel is located within an RM-1 Zoning District<sup>14</sup> and a 40-X Height and Bulk District. Low- to mid-rise residential uses surround the project site to the north, east, south, and west across California Street, Presidio Avenue, Euclid Avenue, and Laurel Street. Other land uses near the site include the SF Fire Credit Union, at the southwest corner of California Street and Presidio Avenue, adjacent to the project site; the Jewish Community Center of San Francisco (JCCSF), at the northwest corner of California Street and Presidio Avenue, across the street from the project site; San Francisco Fire Station 10, across Masonic Avenue southeast of the project site; the San Francisco Municipal Railway's (Muni) Presidio Yard bus storage depot, across Euclid and Masonic avenues south of the project site; and the Laurel Village Shopping Center along California Street, across Laurel Street west of the project site.

### *Project Site*

At the center of the project site is a four-story, 455,000-gsf office building that includes a three-level, partially below-grade parking garage (see Figure 2, p. 4). The existing office building was originally constructed in 1955 and has north, south, and east wings. Between 1963 and 1966, the office building was expanded and a parking garage was constructed under the east wing. Due to the site's slope, the existing office building has three partially below-grade floors on the south and east elevations (along Masonic and Presidio avenues) and four above-grade floors on the north and west elevations (along California and Laurel streets). The building is approximately 55.5 feet tall as measured along the north elevation to the top of the roof (exclusive of the approximately 13-foot-tall mechanical penthouse).

Floors 1 through 4 and Basement Level B1 of the existing office building are devoted to approximately 349,500 gsf of office space for UCSF administrative, academic research, and social and behavioral science department uses (including common areas and space for accessory uses and support programs, such as a childcare center, a conference center/auditorium, and a cafeteria). The University Child Care Center at Laurel Heights is operated by Bright Horizons, and is licensed to serve 116 children. It is located in the building's south wing, with pick-up/drop-off accessed via

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<sup>13</sup> This portion of the Western Addition neighborhood is also referred to as Lower Pacific Heights.

<sup>14</sup> The RM-1 Zoning District is designed to accommodate a mixture of houses and apartment buildings of generally low densities and a variety of building forms and sizes. In addition to residential uses, the RM-1 district also allows residential care facilities, child care facilities, group housing, and religious orders.

the Laurel Street surface parking entrance closest to Euclid Avenue. An outdoor courtyard at the south end of the building is used as child play space (approximately 4,500 square feet).

The parking garage currently contains 93,000 gsf of parking (212 spaces) and circulation space on Basement Levels B1 through B3, 12,500 gsf of storage space on Basement Levels B1 through B3,<sup>15</sup> two electrical substations on Basement Level B2, and a 250-kilowatt/480-kilovolt-ampere emergency diesel generator on Basement Level B1. Diesel fuel for the emergency diesel generator is stored in a 1,000-gallon above-ground storage tank located immediately east of Basement Level B2.

A 14,000-gsf, one-story annex building is located on the northwest corner of the project site (at the corner of California and Laurel streets). The annex building houses the boilers, chillers, and water treatment facilities for the existing office building, other plant operations systems, office space for the physical plant engineers, and unused laboratory office space.

Three surface parking lots, two circular garage ramp structures that lead to below-grade parking levels, and landscaping or landscaped open space make up the remainder of the project site as described below.

### **Existing Parking, Circulation and Loading**

The project site has three surface parking lots (331 spaces) located on the north and west portions of the site, and a three-level, partially below-grade parking garage (212 spaces) located on the northeast corner of the site, for a total of 543 parking spaces. There are five freight loading spaces in the off-street freight loading dock, located at grade on the west end of the existing office building. This loading dock is used by service vehicles for all deliveries, for trash/waste pick-up, and for limited hazardous waste pick-up. Five car-share spaces and 15 bike parking spaces are provided on Basement Level B1 of the garage. There are approximately 102 on-street vehicle parking spaces (including two on-street car-share spaces along Euclid Avenue near Laurel Street) and no loading spaces along the curbs adjacent to the site.

The surface parking lots and the parking garage are connected by an internal roadway system and the circular garage ramp structures north of the existing office building's east wing. The surface parking lots, parking garage, and off-street freight loading dock can be accessed via the main entrance on California Street through an existing 28-foot-wide curb cut with one inbound lane and one outbound lane. The intersection of California and Walnut streets and the project site main entrance is controlled by a four-way traffic signal. The Mayfair Drive (22-foot-wide curb cut) and Laurel Street (22-foot-wide curb cut) access driveways have one inbound lane and one outbound lane, with the outbound lane controlled by a stop sign. Access to the existing parking garage is also available from the Presidio Avenue driveway (28-foot-wide curb cut). Pedestrian access to the

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<sup>15</sup> San Francisco Planning Department, Letter of Determination re: 3333 California Street, March 5, 2015, pp. 11-21.

campus is provided at California Street, Laurel Street, and Euclid Avenue, and an internal sidewalk system leads to the existing office building's entrances along its north and west façades.

The surface parking lot on the northeast portion of the project site (east of the Walnut Street extension) is a 60-space paid public parking area used primarily by neighborhood residents and visitors and for overflow parking from the JCCSF across California Street. The surface parking lots on the northwest (near the annex building) and western (along the western edge of the existing office building) portions of the project site as well as the existing parking garage are reserved for UCSF staff and require payment for monthly parking permits. Vehicular pick-up and drop-off for the child care center and freight loading operations occur along the western edge of the existing office building. Commercial trucks weighing over 3 tons are required to use the California Street entrance rather than the Laurel Street or Mayfair Drive entrances.

The project site is well-served by Muni transit service with the 1 California and 2 Clement bus routes on California Street; the 3 Jackson bus route on Presidio Avenue, California Street, and Walnut Street; and the 43 Masonic bus route on Presidio Avenue.<sup>16</sup> Outbound Muni bus stops are located at the northwest corner of California Street and Presidio Avenue for the 1 California, 2 Clement, 3 Jackson, and 43 Masonic, and at the northeast corners of California and Laurel streets for the 1 California and 2 Clement bus routes. Inbound bus stops are located at the southeast corner of California and Laurel streets and the southwest corner of California Street and Presidio Avenue for the 1 California and 2 Clement bus routes, the northeast corner of California Street and Presidio Avenue for the 43 Masonic bus route, and the east side of Walnut Street mid-block between California and Sacramento streets for the 3 Jackson bus route (see Figure 2, p. 4).

The UCSF Laurel Heights Campus is served by UCSF's free inter-campus shuttle service, which connects the Laurel Heights Campus to all the other UCSF Campus sites as well as to select secondary campus locations. UCSF's Tan and Black shuttle routes, which operate with 20-minute headways, access the project site via the California Street entrance, stop at the shuttle bus stop near the main entrance to the existing office building (along its north side), and exit via Laurel Street/Mayfair Drive. UCSF's free inter-campus shuttle service is not available to the general public.

## **Existing Infrastructure Systems**

### ***Potable Water System***

The San Francisco Public Utilities Commission (SFPUC) provides potable water to the project site via 8-inch-diameter water lines that run underneath California Street and Euclid Avenue.<sup>17</sup> Other

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<sup>16</sup> In the vicinity of the project site, the outbound direction for the Muni routes on California Street is west, and is south for routes on Presidio Avenue. The inbound direction for routes on California Street is east, and is north for routes on Presidio Avenue.

<sup>17</sup> BKF, Laurel Heights Utility Plan (Existing), February 22, 2017 and Summary of Laurel Heights Initial Utility Investigation, September 12, 2014.

water lines in the vicinity of the project site include a 20-inch-diameter water line under California Street and 8-inch-diameter water lines under Presidio Avenue and Laurel Street. This system also provides low-pressure water for firefighting purposes from both California Street and Euclid Avenue. On the sidewalks immediately adjacent to the project site there are a total of three fire hydrants – one fire hydrant at each of the following intersections: California Street/Laurel Street, Masonic Avenue/Euclid Avenue, and Euclid Avenue/Laurel Street. There are up to 10 low-pressure fire hydrants located in the project site vicinity on opposite sides of Laurel and California streets and Presidio, Masonic, and Euclid avenues. The project site is not located in any of the seven sub-areas on the west side of San Francisco (e.g., Golden Gate Park and the Presidio) to which the City provides recycled (reclaimed) water.

### ***Wastewater and Stormwater System***

The project site is served by the City's combined stormwater and sanitary sewer system (combined sewer system) operated by the SFPUC. The project site is located within the Bayside (eastern) drainage basin of San Francisco's combined sewer system. There is a 12-inch-diameter gravity sewer line under California Street that expands to 21 inches at the California Street/Walnut Street intersection, a 12-inch-diameter gravity sewer line under Presidio Avenue, an 8-inch-diameter gravity sewer line under Euclid Avenue that expands to 12 inches at the Masonic Avenue/Euclid Avenue intersection, and an 8-inch-diameter gravity sewer line under Laurel Street.<sup>18</sup> These sewer lines convey the combined stormwater and wastewater flows from the project site to the Southeast Water Pollution Control Plant for treatment prior to discharge to San Francisco Bay in accordance with the Bayside National Pollutant Discharge Elimination System permit for the Southeast Water Pollution Control Plant, North Point Wet Weather Facility, and all of the Bayside wet-weather facilities (Bayside NPDES Permit).

### ***Electricity and Natural Gas***

Electrical service to the project site is provided by Pacific Gas & Electricity (PG&E) via a 12-kilovolt electrical distribution circuit.<sup>19</sup> The circuit runs underground in a 5-inch-diameter conduit from California Street (east of Walnut Street) into the project site that connects to the two electric substations in the existing parking garage. This line extends through the project site to the annex building via the electric substations and conduit located within an existing approximately 2,700-gsf mechanical tunnel that connects to Basement Level B1. Natural gas is delivered to the annex building through a 2-inch natural gas line that connects to the PG&E-owned 6-inch-diameter natural gas line under California Street.<sup>20</sup>

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<sup>18</sup> Ibid. South of the Pine Street/Presidio Avenue intersection the sewer line under Presidio Avenue is 16 inches in diameter.

<sup>19</sup> Ibid.

<sup>20</sup> Ibid.



## Existing Landscaping and Open Space

The project site has partially wooded and landscaped areas along its perimeter. The approximately 195 trees on the site are comprised of 48 different tree species, with New Zealand Christmas, Purple Leaf Plum, Olive, and Monterey Cypress as the most represented tree species.<sup>21</sup> There are a number of mature trees, e.g., Coast Redwood and Canary Island Pine trees in the open space closest to Presidio Avenue; Coast Redwood, English Oak, and Atlas Cedar trees in the open space just north of the circular garage ramp structures near California Street; Monterey Pine, Monterey Cypress, and Eucalyptus trees in the surface parking lots near California Street; Coast Live Oak trees near the existing Laurel Street and Mayfair Drive vehicular entrances; a Monterey Pine tree in the open space near the intersection of Laurel Street and Euclid Avenue; and an English Yew tree in the open space just west of the existing office building's south wing near Laurel Street. The project site does not contain any landmark trees, but it does have 19 significant trees as defined in the City's Urban Forestry Ordinance.<sup>22,23</sup> Additionally, there are 15 existing street trees along the site's California Street frontage; the Presidio Avenue, Masonic Avenue, Euclid Avenue, and Laurel Street frontages have no street trees.

There is approximately 165,200 square feet of open area on the project site with approximately 51,900 square feet of accessible open space and approximately 113,300 square feet of space in inaccessible planted areas, such as the formally landscaped area at the midblock of Laurel Street and the steeply sloped and densely-planted area along the southeastern portion of the site. Open area does not include existing surface parking lots (approximately 139,000 square feet). There are approximately 34,300 square feet of grass lawns at the corner of Euclid Avenue and Laurel Street, extending partially down Euclid Avenue (approximately 23,600 square feet), and at Presidio Avenue just north of the Masonic Avenue and Pine Street intersection (approximately 10,700 square feet). The open space on the project site is owned by UCSF, although the grass lawns have been accessible to the general public. The remaining open space (approximately 17,600 square feet) is internal private open space: the approximately 13,100-square-foot landscaped courtyard, adjacent to the west side of the office building, and the approximately 4,500-square-foot outdoor children's play space, adjacent to the south side of the office building.

## PROPOSED PROJECT CHARACTERISTICS

The proposed project would redevelop the project site with a mix of residential, retail, office, child care, open space, and parking uses. The existing 14,000-gsf annex building and the two circular

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<sup>21</sup> SBCA Tree Consulting, Arborist Report – Laurel Heights 3333 California St. Tree Survey Report, October 19, 2015 (amended), p. 1.

<sup>22</sup> San Francisco Department of the Environment, Landmark Trees in San Francisco, July 2016, [https://sfenvironment.org/sites/default/files/fliers/files/official\\_list\\_of\\_landmark\\_trees\\_updated\\_july\\_2016.pdf](https://sfenvironment.org/sites/default/files/fliers/files/official_list_of_landmark_trees_updated_july_2016.pdf), accessed February 27, 2017.

<sup>23</sup> Significant trees are those trees within the jurisdiction of the public works department, or trees on private property within 10 feet of the public right-of-way, that meet certain size criteria (Public Works Code, Article 16, section 810(A)(a)).

garage ramp structures would be demolished, and the existing 455,000-gsf office building, which includes a three-level, partially below-grade parking garage, would be partially demolished. The three existing surface parking lots would be removed, and the existing parking spaces would be relocated to new or renovated below-grade parking structures. The proposed project would include the adaptive reuse of the existing office building at the center of the site for residential uses (as Center Building A and Center Building B) and the construction of 13 new buildings along the California Street, Masonic Avenue, Euclid Avenue, and Laurel Street edges: the Plaza A, Plaza B, Walnut, Masonic, and Euclid buildings; the Laurel Duplexes; and the Mayfair Building. (See Figure 3: Proposed Site Plan, p. 5; Figure 4: Proposed Center Building A and Center Building B Elevations; Figure 5: Proposed California Street and Presidio/Masonic Avenue Elevations; and Figure 6: Proposed Euclid Avenue and Laurel Street Elevations.) The proposed renovated and new buildings are described in more detail in the following sections.

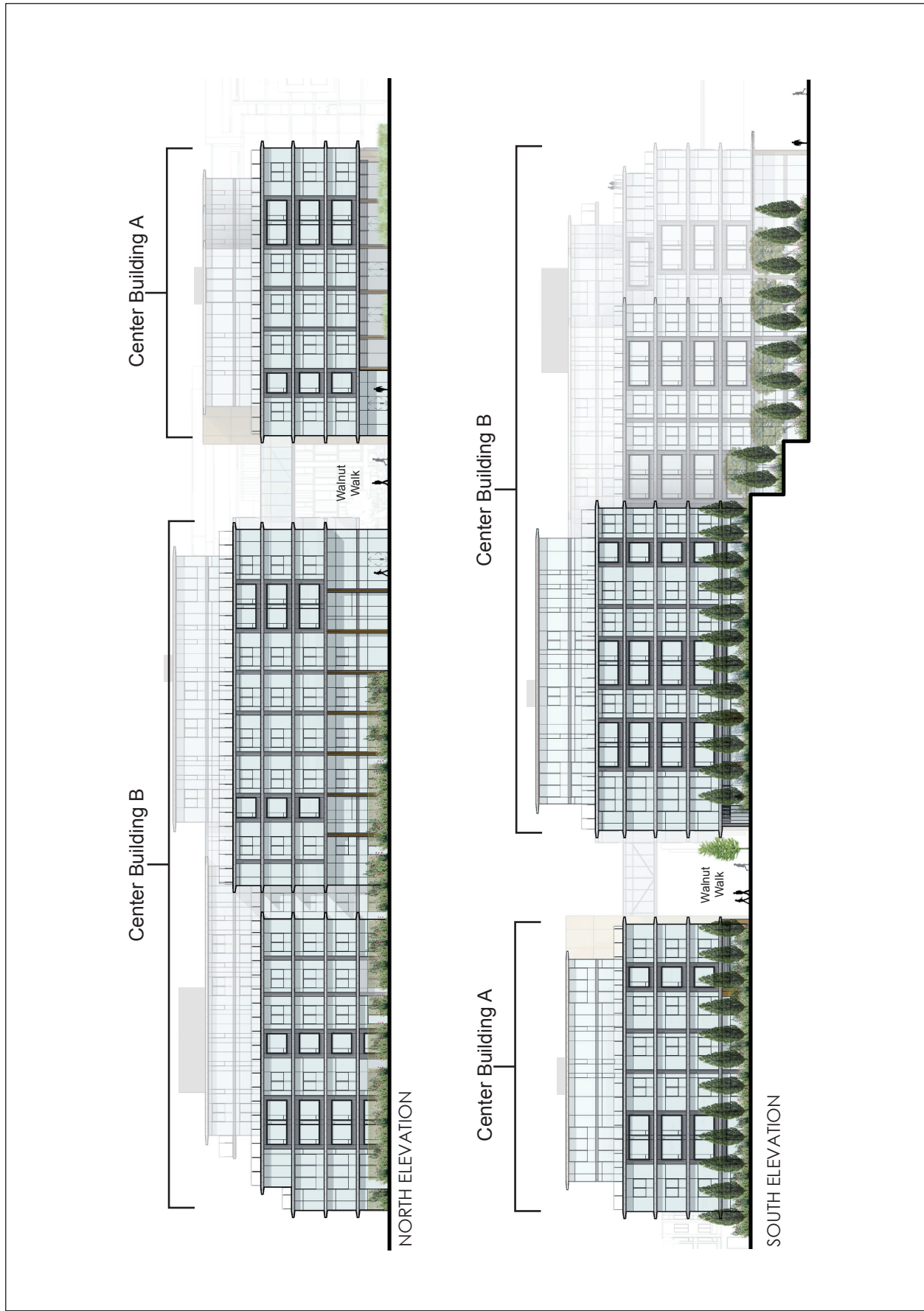
Overall, the proposed project would include 558 dwelling units within 824,691 gsf of residential floor area. All of the renovated or new buildings, except the Walnut Building, would contain residential uses. The proposed project would also provide 49,999 gsf of office floor area (in the proposed Walnut Building); 54,117 gsf of retail floor area (in the proposed Plaza A, Plaza B, Walnut, and Euclid buildings); and a 14,690-gsf child care center use (in the proposed Walnut Building). (See Table 2: Characteristics of Proposed Buildings on the Project Site, p. 21.) Four below-grade parking garages would provide 883 parking spaces serving all buildings on the project site except six of the seven Laurel Duplexes.

Parking for six of the Laurel Duplexes would be in six garages, each with 2 parking spaces (one for each residential unit), accessed via six separate driveways on Laurel Street (each with a 10-foot-wide curb cut). The seventh Laurel Duplex would have two parking spaces in the Masonic Garage. Thus, there would be a total of 895 parking spaces on the project site.

The proposed project would provide 592 class 1 bicycle parking spaces and 101 class 2 bicycle parking spaces.<sup>24</sup> The proposed project would include 8 freight loading spaces: 6 off-street freight loading spaces in two separate off-street loading docks and one on-street 100-foot-long commercial truck (yellow) loading space along California Street. Three on-street 60-foot-long passenger (white) loading spaces would also be requested along Laurel Street and Masonic and Euclid avenues.

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<sup>24</sup> Class 1 bicycle parking facilities are spaces in secure, weather-protected facilities intended for use as long-term, overnight, and workday bicycle storage by dwelling unit residents, non-residential occupants, and employees. Class 2 spaces are bicycle racks located in publicly-accessible, highly visible locations intended for transient or short-term use by visitors, guests, and patrons to the building or use. Class 2 bicycle racks allow the bicycle frame and one wheel to be locked to the rack (with one u-shaped lock), and provide support to bicycles without damage to the wheels, frame, or components (Planning Code section 155.1).

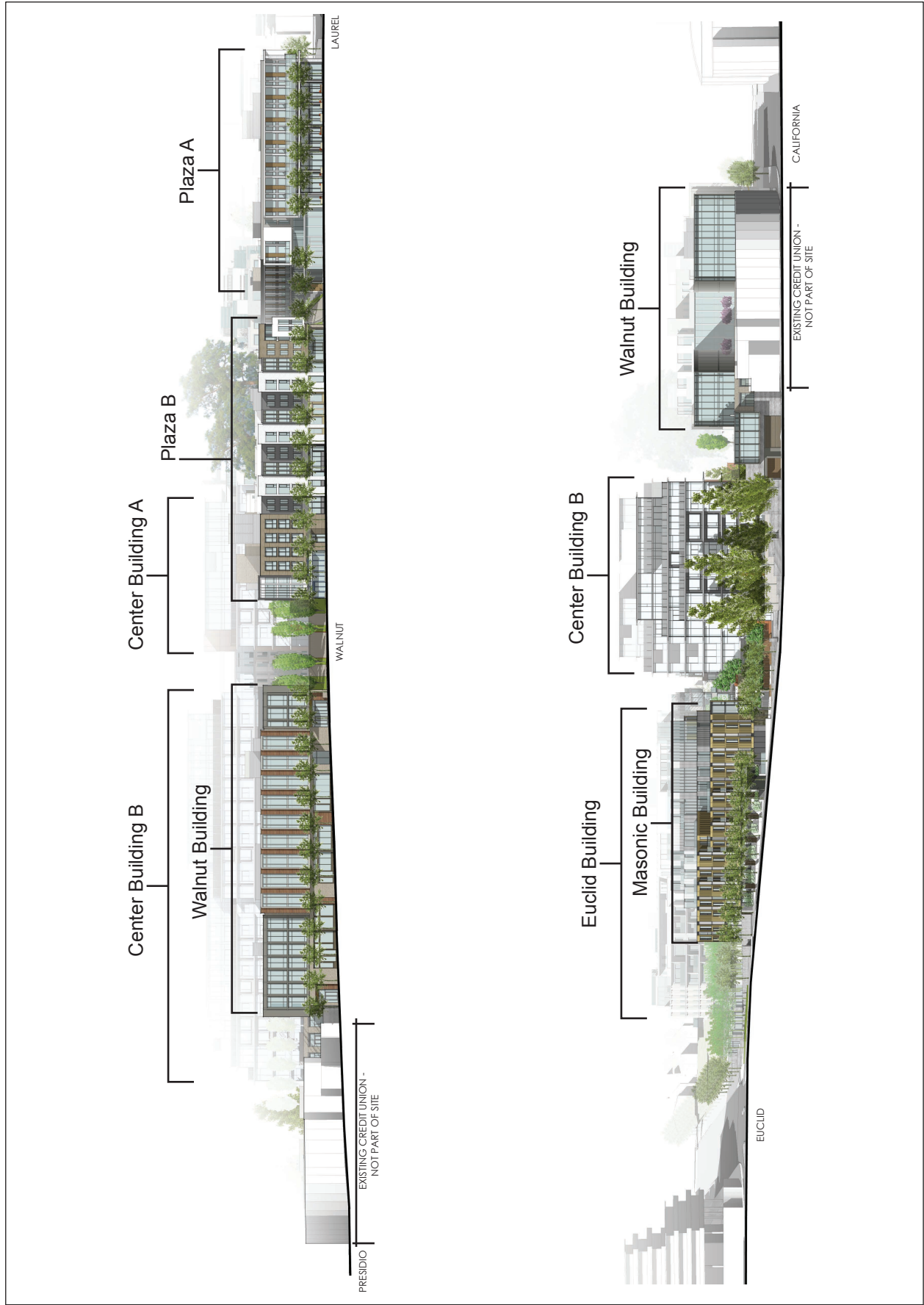


Source: PISKS (2017)

### 3333 CALIFORNIA STREET MIXED USE PROJECT

2015.014028ENV

FIGURE 4: PROPOSED CENTER BUILDING A AND CENTER BUILDING B ELEVATIONS



Source: P/ISKS (2017)

## 3333 CALIFORNIA STREET MIXED USE PROJECT

2015.014028ENV

FIGURE 5: PROPOSED CALIFORNIA STREET AND  
PRESIDIO/MASONIC AVENUE ELEVATIONS



Source: PISKS (2017)

### 3333 CALIFORNIA STREET MIXED USE PROJECT

2015.014028ENV

FIGURE 6: PROPOSED EUCLID AVENUE AND LAUREL STREET ELEVATIONS

**Table 2: Characteristics of Proposed Buildings on the Project Site**

Building Characteristics	Center Bldg. A	Center Bldg. B	Plaza A Building	Plaza B Building	Walnut Building	Masonic Building	Euclid Building	Laurel Duplex (7)	Mayfair Building	Totals
Location	Center of Site (Office Bldg. Renovation)		California Street (New Construction)			Presidio/Masonic/Euclid (New Construction)		Laurel Street (New Construction)		
<b>Building Height</b>	80 ft.	80 – 92 ft.	45 ft.	45 ft.	45 ft.	40 ft.	40 ft.	37 - 40 ft.	40 ft.	--
<b>Number of Stories</b>	6	6 - 7	4	4	3	4 - 6	4 - 6	4	4	--
<b>Use (gsf)</b>	<b>89,465</b>	<b>252,681</b>	<b>144,878</b>	<b>145,618</b>	<b>263,453</b>	<b>124,892</b>	<b>233,623</b>	<b>58,839</b>	<b>58,821</b>	<b>1,372,270</b>
Residential	89,465	233,423	66,150	72,220	0	88,906	177,345	54,111	43,071	824,691
Office	0	0	0	0	49,999	0	0	0	0	49,999
Retail	0	0	14,178	11,328	24,324	0	4,287	0	0	54,117
Child Care	0	0	0	0	14,690	0	0	0	0	14,690
Parking	0	19,258	64,550	62,070	174,440	35,986	51,991	4,728	15,750	428,773
<b>Dwelling Units</b>	<b>51</b>	<b>139</b>	<b>67</b>	<b>61</b>	<b>0</b>	<b>61</b>	<b>135</b>	<b>14</b>	<b>30</b>	<b>558</b>
Studio+1 bedroom	24	50	40	30	0	27	50	0	14	235
2 bedroom	11	51	23	25	0	24	54	1	6	195
3 bedroom	10	29	4	6	0	10	31	1	10	101
4 bedroom	6	9	0	0	0	0	0	12	0	27
<b>Vehicle Parking Spaces</b>	<b>51</b> <sup>Note A</sup>	<b>139</b> <sup>Note A</sup>	<b>180</b> <sup>Note B</sup>	<b>95</b>	<b>177</b>	<b>61</b>	<b>148</b>	<b>14</b> <sup>Note C</sup>	<b>30</b>	<b>895</b> <sup>Note D</sup>
Residential	51	139	67	61	0	61	137	12	30	568 <sup>Note B</sup>
Retail	0	0	43	34	48	0	13	0	0	138
Commercial	0	0	60	0	0	0	0	0	0	60
Office	0	0	0	0	100	0	0	0	0	100
Child Care	0	0	0	0	29	0	0	0	0	29
<b>Bicycle Parking Spaces</b> <sup>Note E</sup>	<b>56</b>	<b>153</b>	<b>96</b>	<b>77</b>	<b>40</b>	<b>67</b>	<b>156</b>	<b>15</b>	<b>33</b>	<b>693</b>
Residential Class 1/Class 2	51 / 5	139 / 14	67 / 7	61 / 6	0	61 / 6	135 / 14	14 / 1	30 / 3	558 / 56
Retail Class 1 <sup>Note F</sup> /Class 2	0	0	10 / 12	0 / 10	4 / 4	0	0 / 7	0	0	14 / 33
Child Care Class 1/Class 2	0	0	0	0	10 / 10	0	0	0	0	10 / 10
Office Class 1/Class 2	0	0	0	0	10 / 2	0	0	0	0	10 / 2

*Notes:*

- A** Parking for Center Buildings A and B would be provided in Basement Levels B1 and B3 under Center Building B (32 spaces), in Basement Level B1 of the proposed California Street Garage (106 spaces), and in Basement Level B1 of the proposed Masonic Garage (52 spaces).
- B** Includes the 10 car-share spaces.
- C** The two parking spaces for the Laurel Duplex without a private parking garage would be located within the proposed Masonic Garage.
- D** Includes the 10 car-share spaces and 26 Americans with Disabilities Act accessible spaces. Pursuant to San Francisco Green Building Code sections 4.106.4 and 5.106.5 up to 8 percent of parking spaces would be developed with electric vehicle charging stations and other spaces would be electric vehicle ready.
- E** Residential class 1 spaces would be located within storage rooms in the proposed buildings. Class 2 spaces would be located along adjacent sidewalks near proposed retail and residential entrances.
- F** Retail class 1 spaces would be located in two separate bicycle storage rooms in Basement Level B1 – one under the Plaza B Building and one under the Walnut Building.

*Source:* Laurel Heights Partners, LLC; BAR Architects; Solomon Cordwell Buenz; and Jensen Architects (August 2017)

## Proposed Planning Code Amendments

The project as proposed is not consistent with the provisions set forth in the planning code for the RM-1 Zoning District and would not comply with development restrictions identified in Resolution 4109, described below.<sup>25</sup> The existing office use within the project site, as well as the scale of the existing office building within the project site, does not conform to the low-density residential character described for the RM-1 Zoning District. In 1952, the property was reclassified from a First Residential District to a Commercial District pursuant to Resolution 4109, which allowed the property to be redeveloped as an office campus pursuant to the Commercial District Zoning controls. At the time, the school district owned the property and was the party seeking the zoning reclassification. Resolution 4109 contained additional conditions applicable to development of the property for commercial uses (including restrictions on the size of the commercial buildings; a requirement for one parking space per 500 square feet of commercial space; and a requirement that there be no large commercial buildings within 100 feet of Euclid Avenue and 100 feet of Laurel Street/Mayfair Drive). Resolution 4109 also contained separate, additional conditions applicable to development of residential buildings on the property (including restrictions on residential buildings within 100 feet of Euclid Avenue and 100 feet of Laurel Street/Mayfair Drive; restrictions limiting residential buildings to one- to two-family unit buildings no more than 40 feet in height on parcels no less than 3,300 square feet in size with 50 percent or less site coverage along Laurel Street and Euclid Avenue; requirements that there be a minimum distance of 12 feet between adjacent units, and a minimum setback distance of 10 feet from Laurel Street; and a requirement that there be no residential building on other portions of the subject property with a ground coverage in excess of 50 percent of the area allotted to the building).

The school district subsequently sold the property to Fireman's Fund Insurance Company (FFIC). FFIC redeveloped the property from 1955 to 1957 for commercial uses as its corporate headquarters in conformance with the Commercial District zoning and the additional conditions of Resolution 4109. The property's Commercial District zoning was changed to R-4 in 1960 and to RM-1 in 1978 as part of separate City-wide rezoning programs. The property is currently zoned RM-1. The property has been used for offices since its development in 1955-1957 and is currently used for UCSF administrative and research offices. Because the RM-1 zoning does not permit office uses, the current use of the property for offices is considered a legal, non-conforming use.<sup>26</sup>

The proposed project would include amendments to the planning code and zoning maps to rezone a portion of the site from the current RM-1 Zoning and 40-X Height and Bulk Districts. These legislative changes would be sought to accommodate the proposed retail and office uses in the Walnut Building; the proposed retail uses in the Plaza A, Plaza B, and Euclid buildings; and the

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<sup>25</sup> City and County of San Francisco, City Planning Commission Resolution 4109, November 13, 1952.

<sup>26</sup> San Francisco Planning Department, Letter of Determination re: 3333 California Street, March 5, 2015.

height limit changes for the renovated buildings and the new buildings that would be taller than 40 feet (at the center of the site and along California Street).

These changes would be implemented through the creation of a Special Use District (SUD) that would establish land use zoning controls for the project site. An ordinance establishing the SUD would require a recommendation by the Planning Commission and approval by the Board of Supervisors. In addition, the project sponsor would seek approval of a Conditional Use authorization/Planned Unit Development to permit development of buildings in excess of 50 feet in height; to allow for more units than principally permitted in the RM-1 Zoning District; to allow certain planning code exceptions to open space requirements, dwelling unit exposure, and rear yard setback requirements mandated by the planning code in an RM-1 Zoning District; and to provide a waiver or modification of any applicable conditions of Resolution 4109.

Zoning map amendments would include changes to Sheets ZN03, SD03, and HT03, which would be amended to show the change from the current zoning (RM-1 Zoning District) to the proposed SUD zoning and from the current height and bulk district (40-X) to the proposed designations. Maximum height limits would remain at 40 feet on the site except along California Street, where height limits would be increased from 40 to 45 feet, and at the center of the site, where height limits would be increased from 40 to 80 and 92 feet for the renovated buildings (the adaptive reuse of the existing office building, which is approximately 55.5 feet tall as measured along the north elevation to the top of the roof [exclusive of the approximately 13-foot-tall mechanical penthouse]).

It is anticipated that the City and the project sponsor would enter into a Development Agreement (which requires approval by the Planning Commission and Board of Supervisors) that, among other terms, could formalize the amount of affordable housing developed as part of the proposed project or project variant, formalize the amount and maintenance of common and private open space, and limit the City's ability to rezone the site for a set period of time.

### **Proposed Project Components**

The proposed project would consist of the physical separation of the existing building at the center of the site into two renovated buildings and the construction of 13 new buildings along the California Street, Presidio Avenue, Masonic Avenue, Euclid Avenue, and Laurel Street frontages. The project site would be integrated with the surrounding land uses and circulation network through the development of physical and visual connections from Walnut Street south to Masonic and Euclid avenues, and from Mayfair Drive east to Presidio Avenue, Masonic Avenue, and Pine Street. The proposed north-south pedestrian promenade (Walnut Walk) and the proposed east-west pedestrian promenade (Mayfair Walk) would be open to the public and would provide the primary points of access to the common open spaces, plazas, squares, and vista points within the project site that would also be available for public use. Renderings of the proposed project from various publicly accessible viewpoints along the perimeter of the project site are shown on Figure 7: View of Proposed Plaza A, Plaza B, and Walnut Buildings Along California Street (Looking East);



Figure 8: View of Proposed Center Buildings A and B From Walnut Street (Looking South); Figure 9: View of Proposed Walnut, Plaza A, and Plaza B Buildings Along California Street (Looking West); Figure 10: View of Proposed Center Building B and Masonic Building from Pine Street (Looking West); Figure 11: View of Proposed Masonic Building and Center Building B from Masonic Avenue (Looking Southwest); Figure 12: View of Proposed Euclid Building and Euclid Green Along Euclid Avenue (Looking East); and Figure 13: View of Proposed Mayfair Building and Laurel Duplexes Along Laurel Street (Looking South)).

The proposed renovated and new buildings are described below. The descriptions are presented beginning with the renovated buildings at the center of the project site, then the new buildings by street location in a clockwise fashion from California Street.

### ***Center of Project Site***

The existing office building and the three-level, partially below-grade parking garage at the center of the project site would be partially demolished. The remaining portion would be divided into two separate buildings, Center Building A and Center Building B, which would be adapted for residential use and strengthened to accommodate vertical additions (two stories would be added to Center Building A [80 feet tall] and two and three stories to the east and west portions of Center Building B [80 and 92 feet tall, respectively]). These new floor additions would equate to additional height of approximately 24 to 36 feet above the existing building's habitable floors.

Heights are measured from the residential lobbies of Center Building A and Center Building B, adjacent to the proposed Walnut Walk, to the top of the roof. The adaptive reuse strategy for the existing office building would include the following:

- Demolition of the south wing of the existing office building, the northerly extension of the east wing, and the auditorium on the south side of the east wing
- Removal of the existing fourth floor and main entrance on the north elevation, separation of the eastern and western sections of the existing office building into separate buildings with a connecting bridge at Floor 4 that would span the proposed Walnut Walk, and interior demolition to create an interior courtyard in Center Building B
- Reconstruction of the fourth floor and extension to the outer walls of the floor below (the third floor), addition of two new residential floors to the eastern portion of the east section (Center Building B) and the west section (Center Building A), and addition of three new residential floors to the western portion of the west section of Center Building B. All residential floor additions would be set back from the edge of the existing building



Source: Steelblue (2017)

## 3333 CALIFORNIA STREET MIXED USE PROJECT

2015.014028ENV

FIGURE 7: VIEW OF PROPOSED PLAZA A, PLAZA B, AND WALNUT BUILDINGS ALONG CALIFORNIA STREET (LOOKING EAST)





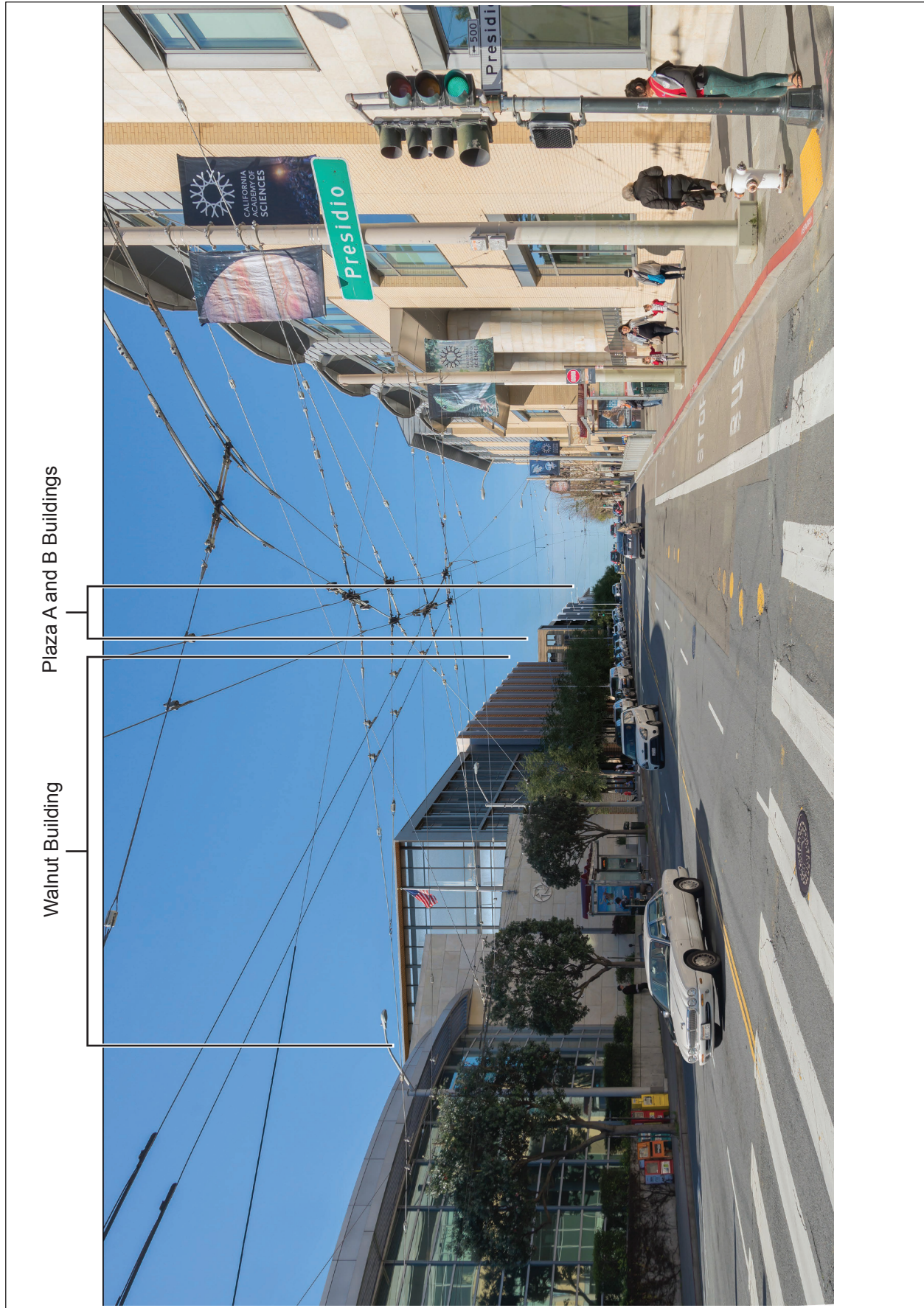
Source: Steelblue (2017)

### 3333 CALIFORNIA STREET MIXED USE PROJECT

2015.014028ENV

FIGURE 8: VIEW OF PROPOSED CENTER BUILDINGS A AND B  
FROM WALNUT STREET (LOOKING SOUTH)





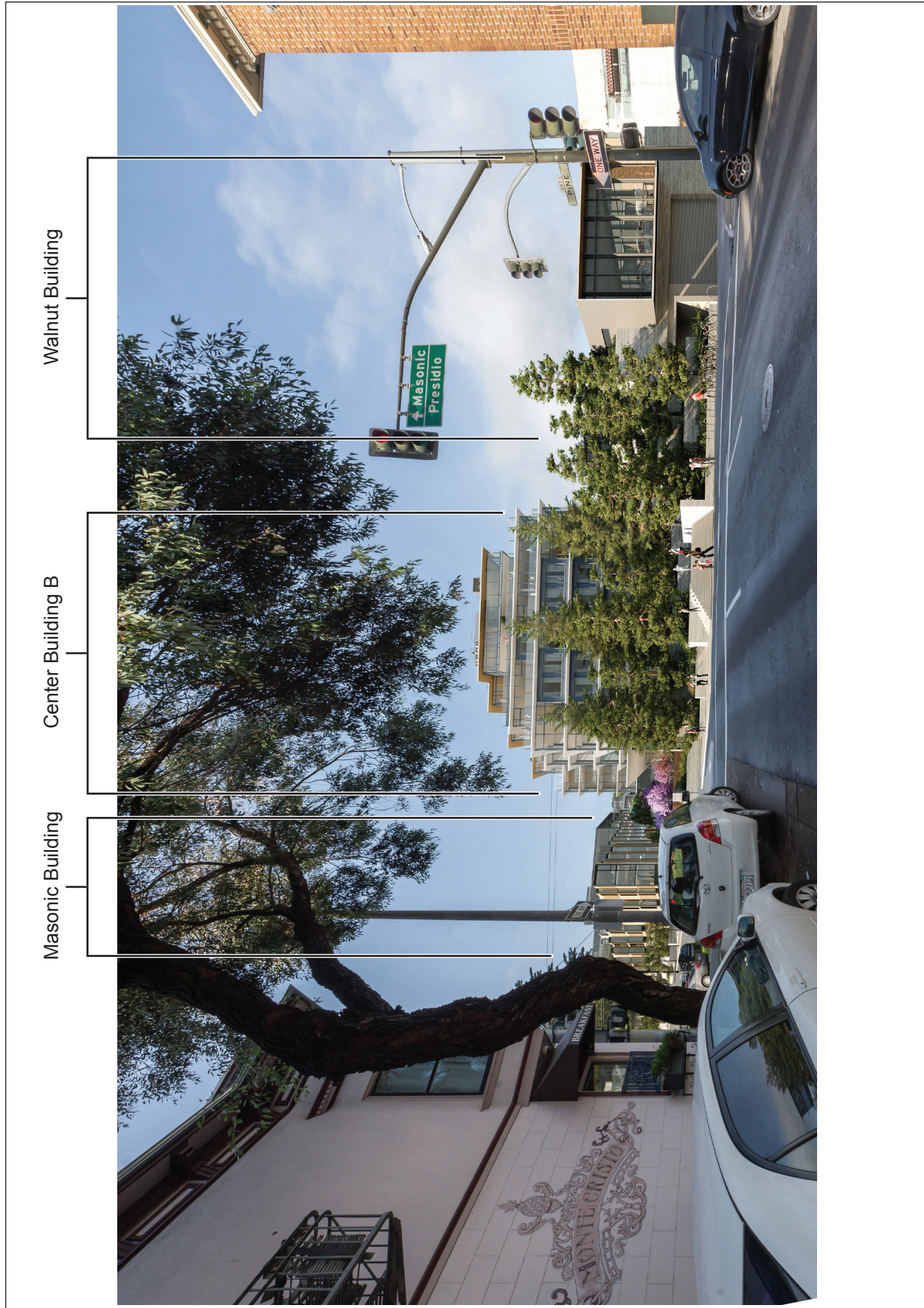
Source: Steelblue (2017)

### 3333 CALIFORNIA STREET MIXED USE PROJECT

2015.014028ENV

FIGURE 9: VIEW OF WALNUT, PLAZA B, AND PLAZA A BUILDINGS ALONG CALIFORNIA STREET (LOOKING WEST)





Source: Steelblue (2017)

### 3333 CALIFORNIA STREET MIXED USE PROJECT

2015.014028ENV

FIGURE 10: VIEW OF PROPOSED CENTER BUILDING B, MASONIC BUILDING, AND WALNUT BUILDING FROM PINE STREET (LOOKING WEST)





Source: Steelblue (2017)

## 3333 CALIFORNIA STREET MIXED USE PROJECT

2015.014028ENV

FIGURE 11: VIEW OF PROPOSED MASONIC BUILDING, MASONIC PLAZA, AND CENTER BUILDING B FROM MASONIC AVENUE (LOOKING SOUTHWEST)





Source: Steelblue (2017)

### 3333 CALIFORNIA STREET MIXED USE PROJECT

2015.014028ENV

FIGURE 12: VIEW OF PROPOSED EUCLID BUILDING AND  
EUCLID GREEN ALONG EUCLID AVENUE (LOOKING EAST)





### 3333 CALIFORNIA STREET MIXED USE PROJECT

2015.014028ENV

FIGURE 13: VIEW OF PROPOSED MAYFAIR BUILDING AND LAUREL DUPLEXES  
ALONG LAUREL AVENUE (LOOKING SOUTH)



The adaptive reuse of the existing office building for residential uses, common areas, and ground floor residential amenity spaces (providing for recreational and social activities and other services for the residents) would require the renovation and/or installation of new building systems to meet current California Building Code and California Fire Code standards and the reconstruction of some existing floors due to seismic and other building code considerations. New foundations would be required around new shear walls for the improved seismic systems.<sup>27</sup>

The rooftop spaces on Center Buildings A and B would be designed to accommodate green roof infrastructure, and would also include mechanical rooms for the heating, ventilation, and air conditioning (HVAC) systems and cooling towers. Rooftop space on Center Building B would also be used for solar photovoltaic system infrastructure and/or roof-mounted solar thermal hot water systems. Screening of the mechanical rooms and/or equipment would not exceed the maximum height limit of 16 feet for permitted obstructions (Planning Code section 260(b)).

#### Center Building A

The adaptively reused Center Building A would be an 89,465-gsf residential building (including common areas and amenity space for residents) for 51 dwelling units (see Table 2, p. 21). Residential uses would be provided on renovated Levels 1 through 4 and the two new levels (Levels 5 and 6). Level 1 would have a residential lobby (entrance from the proposed Walnut Walk) and building common areas. Levels 5 and 6 would be set back from the perimeter of the lower floors of Center Building A. The depth of the proposed setbacks would range from approximately 12 to 43 feet with private terraces proposed for the setback areas on Level 5. The overall height of Center Building A would be approximately 80 feet as measured from the main lobby entrance adjacent to the proposed Walnut Walk. (See Figure 4, p. 18, and Figure 14: Proposed Center Building A and Center Building B Sections.)

#### Center Building B

Center Building B would be a 252,681-gsf building with 233,423 gsf of residential floor area (including common areas and amenity space for residents) for 139 dwelling units and 19,258 gsf of space for parking (see Table 2, p. 21). The building would have residential uses on the eastern portions of Basement Levels B1 and B2 (which is possible because the site's south-to-north and west-to-east downward-trending slope means that these levels are not completely subsurface at these "basement" levels). Basement Level B2 would include a new residential lobby on Masonic Avenue with pedestrian access via Masonic Plaza. The basement levels would also include building common areas, elevator lobbies, mechanical rooms, and a class 1 bicycle storage room with 190 spaces that would serve Center Buildings A and B. Residential and common area uses would also be provided on Center Building B's renovated Levels 1 through 4, the reconstructed level and three new levels on its central portion (Levels 5 to 7), and the reconstructed level and two new

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<sup>27</sup> Shear walls are solid concrete walls that would extend vertically the height of the structure for the purpose of resisting lateral loads induced by seismic or wind forces.

levels on its eastern portion (Levels 5 and 6). Level 1 would have a residential lobby (with an entrance from the proposed Walnut Walk) and building common areas. Building common areas would also be developed at the center of Levels 1 and 2 and at Level 4. Center Building B would include an interior light court, starting at Level 3 and extending to the top of the building, to provide enhanced daylight for several of the residential units and common corridors. Levels 5 and 6 would be set back from the perimeter of the building's lower floors. The depth of the proposed setbacks on Levels 4 through 6 would range from approximately 12 to 30 feet and private terraces would be developed within these setback areas.

The overall height of Center Building B would be approximately 92 feet as measured from the main lobby entrance adjacent to the proposed Walnut Walk. The east portion of Center Building B would be 80 feet tall. (See Figure 4, p. 18, and Figure 14, p. 34.)

The existing basement levels in Center Building B would be renovated for residential uses, and portions of two levels (Basement Levels B1 and B3) would serve as the Center B Building Garage for residents of Center Buildings A and B. These residents could also park in the proposed California Street and Masonic garages. Access to the Center B Building, California Street, and Masonic garages would be provided from curb cuts and driveways on Presidio Avenue, Walnut Street, and Masonic Avenue. See "Proposed Parking, Circulation and Loading" on pp. 50-61 for more detail regarding the parking and circulation program. In addition to parking, Basement Level 3 would include mechanical rooms to accommodate fire pumps and two new 25,000-gallon water tanks to provide a fire-fighting water supply for Center Building B (required because this building would have an occupied floor above 75 feet).

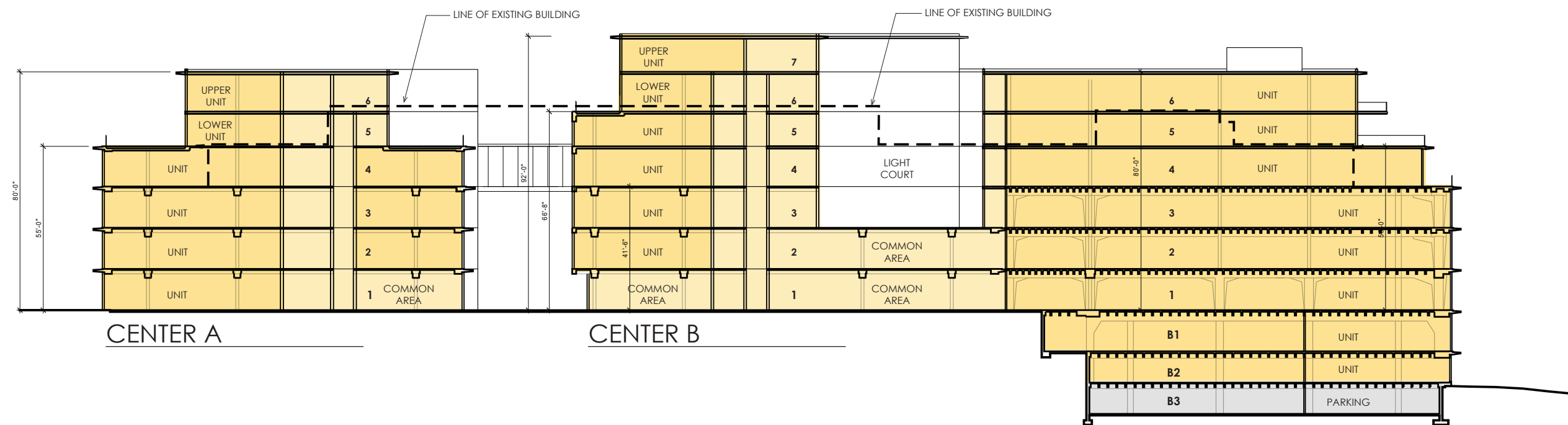
### ***California Street***

Three new mixed-use buildings – the proposed Plaza A, Plaza B, and Walnut buildings – would be constructed along California Street between Laurel Street and the adjacent lot on the northeast corner of the project site block at California Street and Presidio Avenue (the SF Fire Credit Union) and along a portion of Presidio Avenue to the south of the SF Fire Credit Union. Each of these buildings would be developed with ground-floor retail uses, and would include two or three levels of below-grade parking. The upper floors of the Plaza A and B buildings would be developed for residential uses and the upper floors of the Walnut Building would be developed with office uses. The proposed Mayfair Walk, an east-west pedestrian walkway connecting Laurel Street to Presidio Avenue, would be immediately south of these three buildings, and due to the site's west-to-east downward trending slope, would be above Basement Level B1 of the proposed Walnut Building at Presidio Avenue. The proposed Cypress Square open space would be formed by the inverted L-shaped Plaza B Building and the east side of the Plaza A Building.

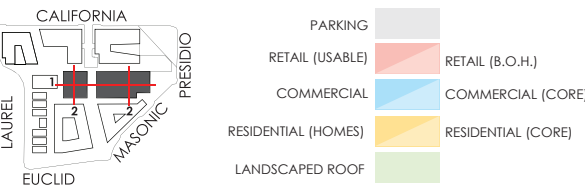
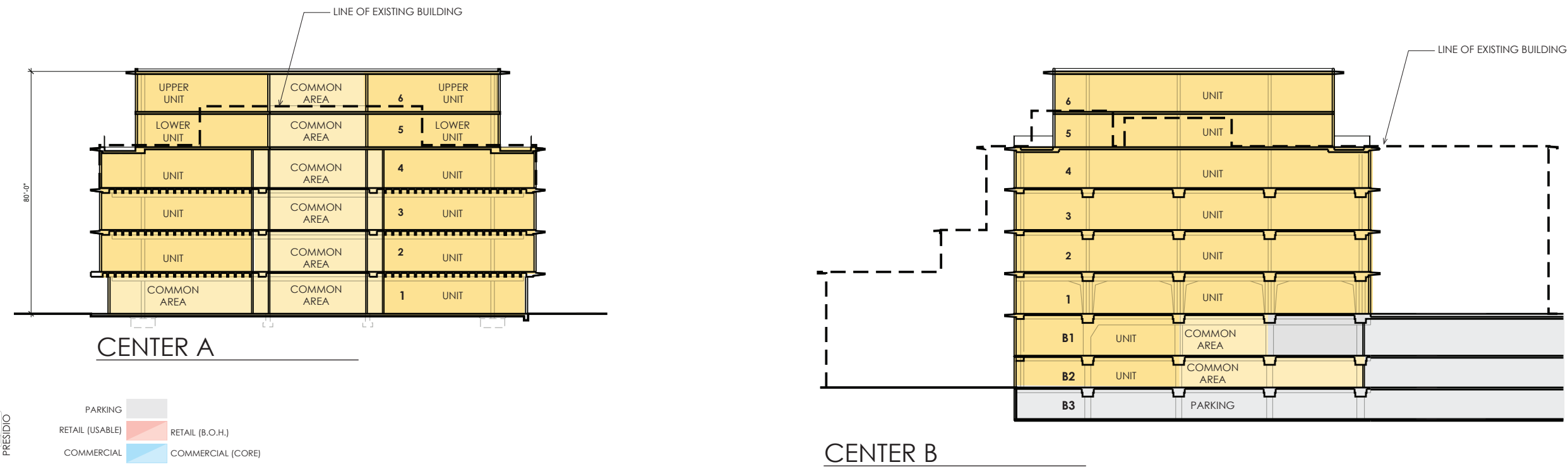
The proposed California Street Garage would be developed underneath these proposed buildings and would connect with the Center Building B Garage. The proposed California Street Garage would provide parking for the residential, retail, office, and child care uses proposed for the

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Center A and B Building (East/West Section[1])



Center A and B Building (North/South Section [2])



Source: P/SKS (2017)

3333 CALIFORNIA STREET MIXED USE PROJECT

FIGURE 14: PROPOSED CENTER BUILDING A AND CENTER BUILDING B SECTIONS

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Plaza A, Plaza B, and Walnut buildings; parking for the retail use proposed for the Euclid Building, parking for a portion of the proposed residential uses in Center Buildings A and B, car-share spaces, and commercial parking. (See “Proposed Parking, Circulation, and Loading” on pp. 50-61.) The basement levels of the proposed California Street Garage would also contain storage and mechanical rooms for building systems such as the non-potable water reuse system.

The rooftop spaces on each of these buildings would be designed to accommodate green roof and solar photovoltaic system infrastructure and/or roof-mounted solar thermal hot water systems, mechanical rooms, and elevator penthouses. The Plaza A and Plaza B buildings would also include rooftop decks for use by residents.

### Plaza A Building

The Plaza A Building at the corner of Laurel and California streets would be a four-story, 45-foot-tall, 144,878-gsf building with 66,150 gsf of residential floor area (including common areas and amenity space for residents) for 67 dwelling units, 14,178 gsf of retail space, and 64,550 gsf of space for parking, circulation, and storage and mechanical rooms on two parking levels. (See Table 2, p. 21.) The proposed building would be approximately 155 feet wide along California Street and approximately 170 feet wide along Laurel Street. It would frame a trapezoidal-shaped interior courtyard and would be set back approximately 18 feet from the north (California Street) property line at Level 1 only. An approximately 3,300-square-foot plaza would be developed within this setback area (California Plaza). The proposed building would be constructed to the west (Laurel Street) property line except at its southwest corner (near Laurel Street and Mayfair Drive) where it would be set back from Laurel Street by approximately 13 feet and from Mayfair Drive by approximately 38 feet. The proposed setback from Mayfair Drive would increase to approximately 48 feet starting at Level 2. The primary residential entrance would be on Laurel Street, with secondary entrances on the proposed Mayfair Walk. Retail spaces would be accessed from California Street. (See Figure 15: Proposed Plaza A Building Elevations and Sections.)

Due to the site’s south-to-north and west-to-east downward-trending slope, the Plaza A Building would have a ground floor that would be partially below grade. At the building’s southwest corner near Laurel Street and Mayfair Drive, Basement Level B1 would have a residential lobby, an elevator lobby, parking, and a class 1 bicycle parking storage room (67 spaces) for residents, as well as retail space on Laurel and California streets. The retail space would have a floor-to-floor height of approximately 15 feet. Level 1 would have residential and retail uses, with above-grade residential uses arrayed along the western portion of the proposed building (near Laurel Street) and the interior courtyard, an at-grade lobby/amenity space on the south, and an at-grade retail space fronting the west edge of the proposed Cypress Stairs (a pedestrian pathway from California Street to the proposed Cypress Square). The Plaza A Building would also have two levels of residential use (Levels 2 and 3). Parking for the residents of the Plaza A Building would be provided in the California Street Garage on Basement Level B1 (under the Plaza A Building) and Basement

Level B2 (under the Plaza B Building) and would be accessed from the proposed driveway and garage ramp on Laurel Street. The proposed driveway and garage ramp on Laurel Street would be restricted to right-turn in and right-turn out movements. Parking for retail uses would be provided on Basement Level B2 (under the Plaza A Building) and would be accessed from the proposed driveway and garage ramp on the Walnut Street extension.

### Plaza B Building

The Plaza B Building between the proposed Plaza A Building and the Walnut Street extension would be a four-story, 45-foot-tall, 145,618-gsf building with 72,220 gsf of residential floor area (including common areas and amenity space for residents) for 61 dwelling units, 11,328 gsf of retail space, and 62,070 gsf of space for parking, circulation, and storage and mechanical rooms on two parking levels (see Table 2, p. 21). The inverted L-shaped building would frame the proposed Cypress Square on two sides and would be constructed to the California Street property line. The proposed building would be approximately 215 feet wide along California Street and approximately 176 feet wide along the Walnut Street extension. The primary residential entrance would be on California Street, with secondary entrances on the Walnut Street extension and the proposed Cypress Square. Retail spaces would be accessed from California Street. (See Figure 16: Proposed Plaza B Building Elevations and Sections.) The Plaza B Building would have a partially below-grade basement level due to the site's south-to-north and west-to-east downward-trending slope (toward California Street and Presidio Avenue). Basement Level B1 would have retail space and a residential lobby on California Street, a class 1 bicycle parking storage room (10 spaces) for the retail uses, shower and locker facilities (six lockers) for the retail uses, residential parking for Center Building A and Center Building B, and a ramp from the Walnut Street extension to the retail parking on Basement Level B2 (under the Plaza A Building).

The retail space would have a floor-to-floor height of approximately 15 feet. Level 1 would have residential uses, with above-grade residential uses arrayed along the northern portion of the proposed building (near California Street), an at-grade residential amenity space fronting the north edge of the proposed Cypress Square, and an at-grade residential lobby and class 1 bicycle parking storage room (61 spaces) on the south. The Plaza B Building would also have three levels of residential uses (Levels 2, 3 and 4). Private terraces overlooking the proposed Cypress Stairs would be developed for residential units on the west elevation of Level 3 closest to California Street. Parking for residents of the Plaza B Building would be provided in the California Street Garage on Basement Level B2 and would be accessed from the proposed driveway and garage ramp on Laurel Street. The proposed driveway and garage ramp on Laurel Street would be restricted to right-turn in and right-turn out movements. Parking for the retail uses would be provided on Basement Level B2 under the Plaza A Building and would be accessed from the proposed driveway and garage ramp off the Walnut Street extension.

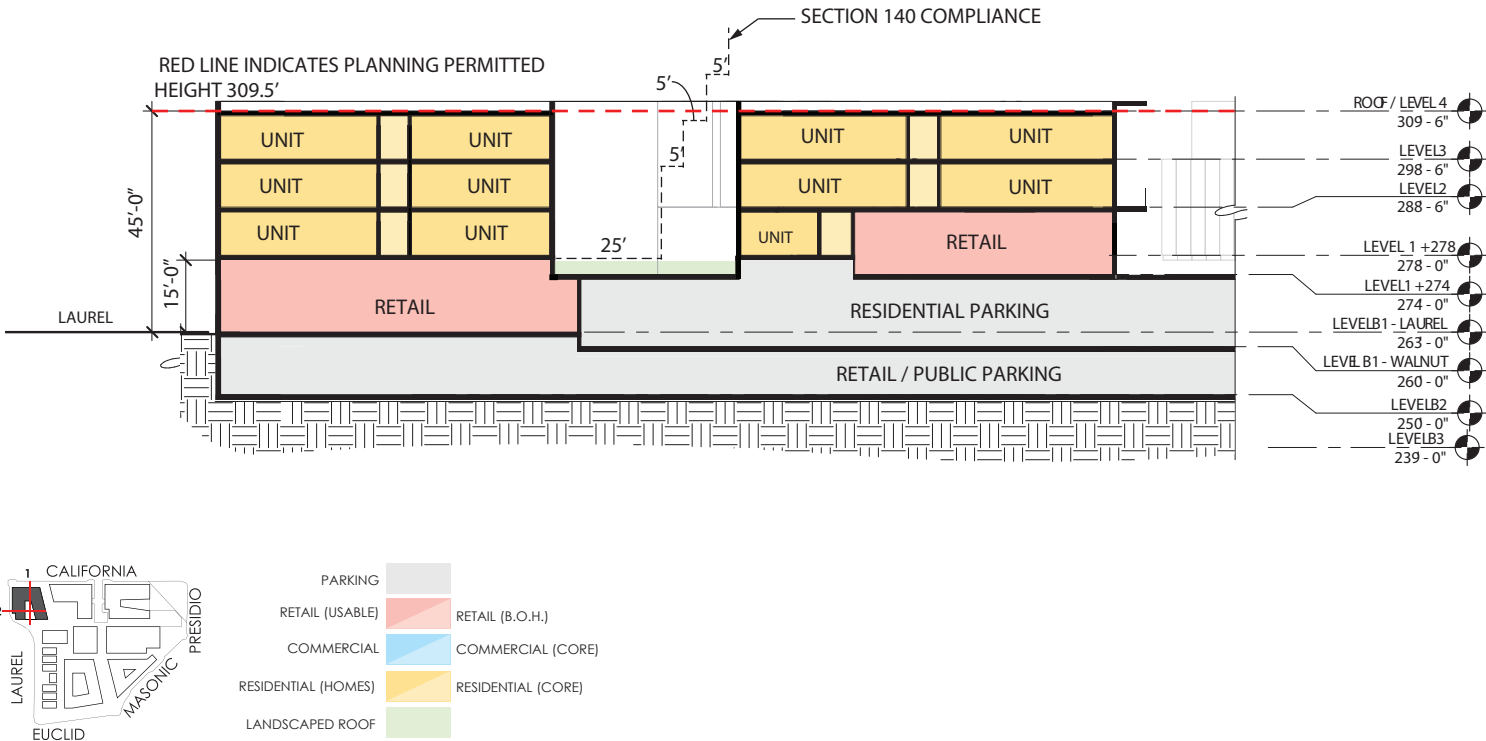
California Street Elevation (North)



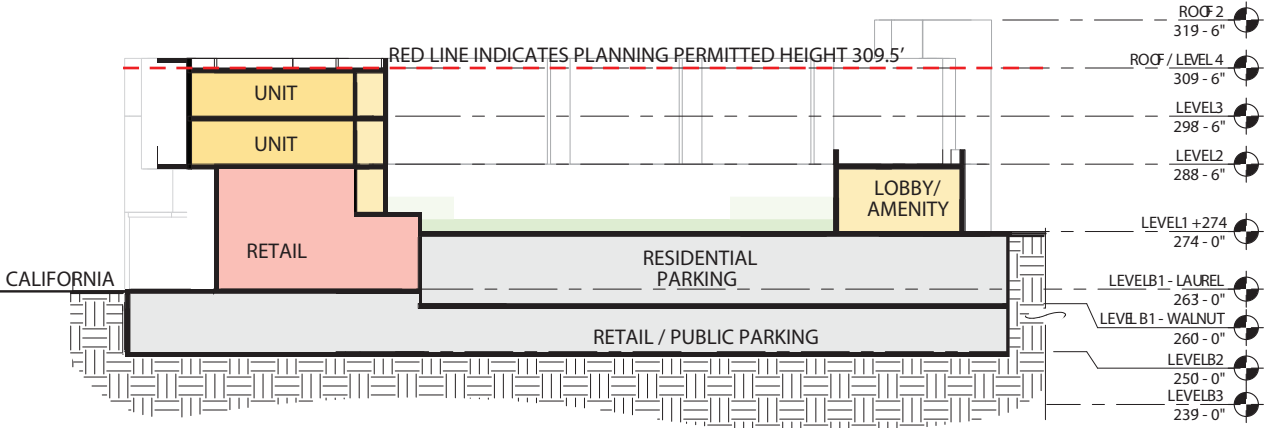
Laurel Street Elevation (West)



Plaza A Building (North/South Section [1])



Plaza A Building (East/West Section [2])



Source: P/SKS (2017)

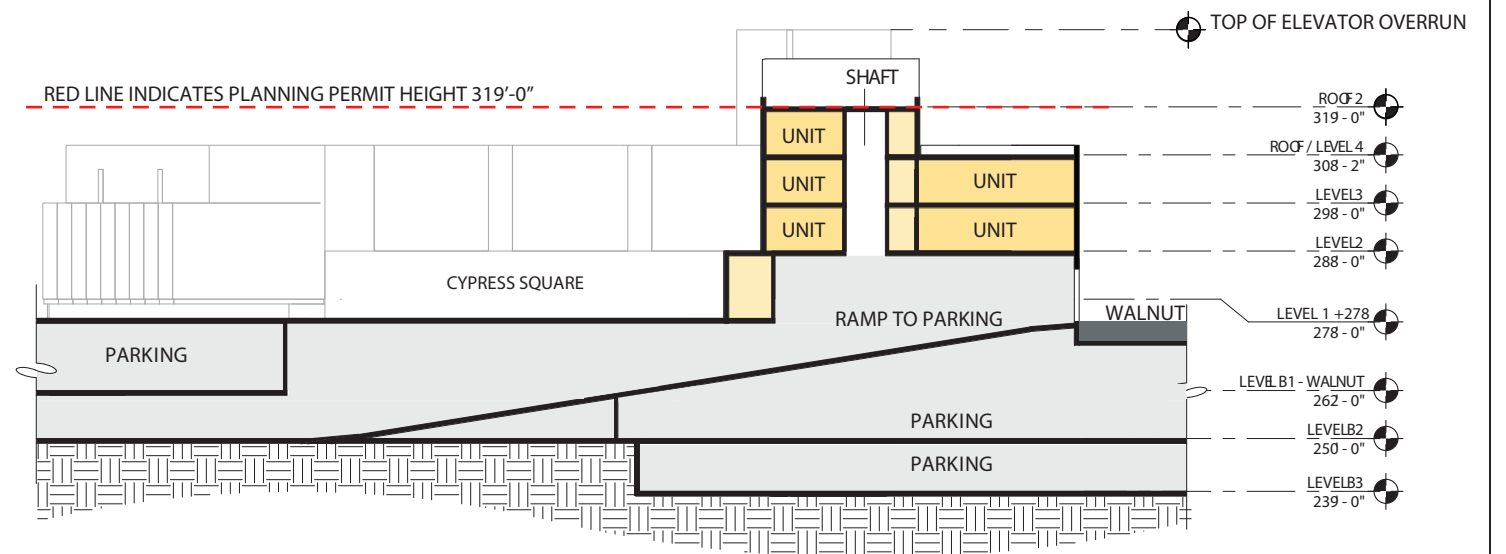
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FIGURE 15: PROPOSED PLAZA A BUILDING ELEVATIONS AND SECTIONS



## An architectural rendering of a modern multi-story residential building. The building features a mix of materials, including dark brick, light wood siding, and white panels. It has large, multi-paned windows and a flat roof. The building is surrounded by trees and a clear sky. The rendering is presented in a wide, horizontal format.

This architectural elevation rendering depicts a modern multi-story building complex. The structure is composed of several interconnected volumes. On the left, a taller section features a prominent glass curtain wall and a small, white, box-like protrusion. Adjacent to this is a large, leafy tree. The central portion of the building has a series of vertical white panels interspersed with glass windows. To the right, there's a section with a brick facade and a flat roofline. Further right, another section features a grid of windows. The building is landscaped with several smaller, conical evergreen trees in the foreground. The background is a plain, light gray sky.



### Walnut Building<sup>28</sup>

The Walnut Building, east of the Walnut Street extension, would be a three-story, 45-foot-tall, 263,453-gsf mixed-use building with 24,324 gsf of retail space, 49,999 gsf of office space, 14,690 gsf of child care center space, and 174,440 gsf of space for parking, circulation, loading, and storage and mechanical rooms on three parking levels (see Table 2, p. 21). The U-shaped building would frame an interior courtyard on three sides. The proposed Walnut Building would be constructed to the California Street property line except at the northwest corner, where the building would be set back approximately 15 feet from the California Street property line and 70 feet from the Walnut Street sidewalk. The southwest corner of the proposed building would be set back approximately 34 feet from the Walnut Street sidewalk and approximately 70 feet from the proposed Mayfair Walk. The southeast corner of the proposed building would be set back approximately 20 feet from the Presidio Avenue sidewalk with Basement Levels B1 and B2 and topped by the eastern end of Mayfair Walk and the Presidio Overlook. The Walnut Building would be approximately 245 feet wide along California Street, approximately 176 feet wide along the Walnut Street extension, and approximately 70-feet wide along Presidio Avenue. Entrances to the retail, office, and child care center spaces would be from California Street. The portion of the proposed California Street Garage under the Walnut Building would be accessed from the proposed driveway and garage ramp off the Walnut Street extension and from the proposed driveway off Presidio Avenue. (See Figure 17: Proposed Walnut Building Elevations and Sections.)

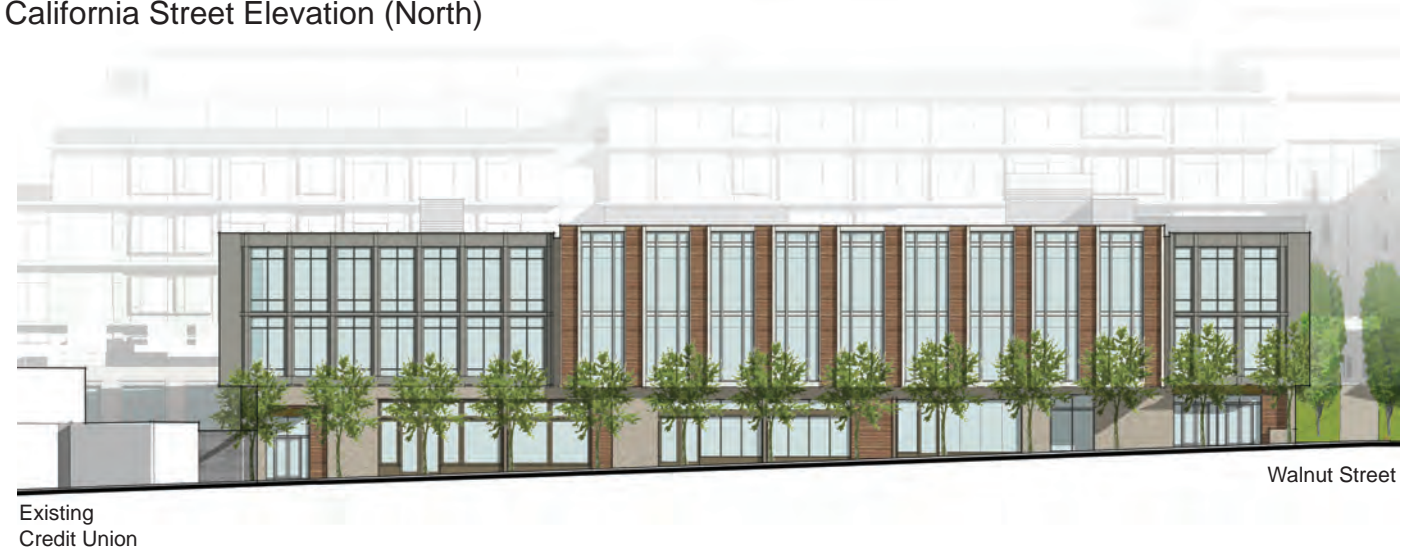
Due to the south-to-north and west-to-east downward-trending slope, the Walnut Building would have one below-grade and two partially below-grade basement levels. Basement Level B3 would be devoted to below-grade parking for the child care and retail uses and for commercial parking with access from the Presidio Avenue entry driveway and garage ramp and egress from the Masonic Avenue exit-only driveway. An internal garage ramp would provide access to Basement Level B2 and the parking spaces devoted to the office use. The north portion of Basement Level B2 (along California Street) would be developed with an at-grade, centrally located retail space and an elevator lobby for the proposed child care center space. These spaces would have a floor-to-floor height of approximately 15 feet. Basement Level B2 would also include a below-grade mechanical room at the proposed building's northwest corner, a class 1 bicycle parking storage room for the child care use (10 spaces) at the northeast corner, parking for the office uses, and space for circulation with ramp access to Basement Level B3 and the Presidio Avenue entry driveway and Masonic Avenue exit-only driveway. At-grade retail and office space elevator lobbies fronting California Street would be developed on the northwest portion of Basement Level B1, and an L-shaped child care center would be developed on its east portion, facing California Street and

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<sup>28</sup> The variant would replace the office use with residential uses, add two new residential floors, reduce the amount of retail space, and increase the number of parking spaces.

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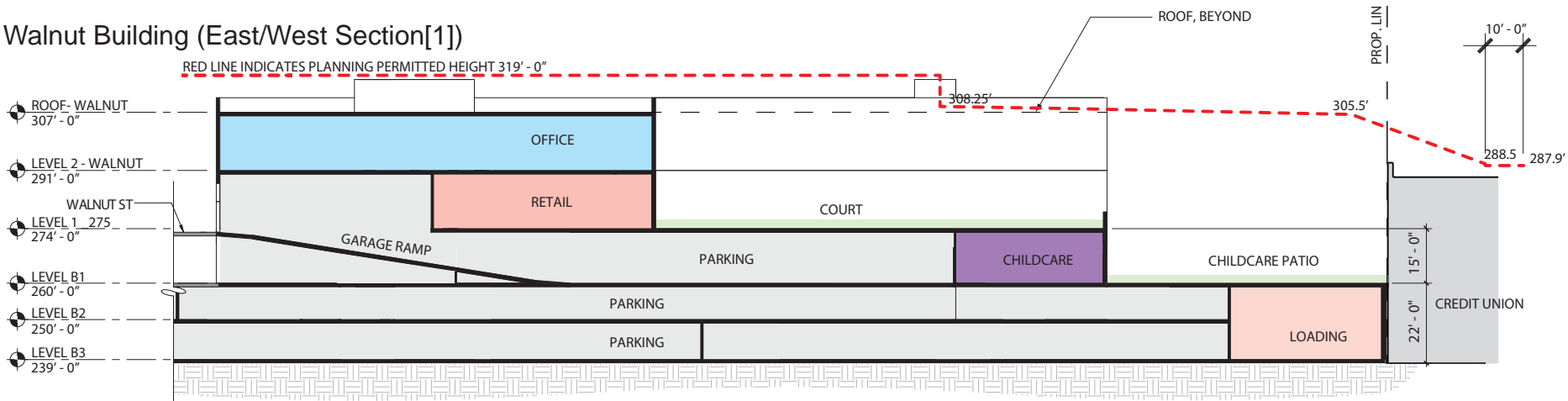
California Street Elevation (North)



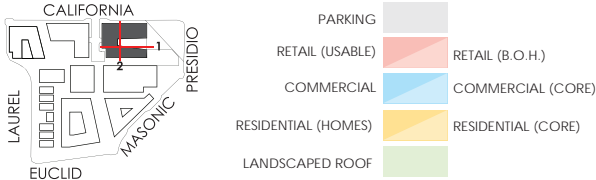
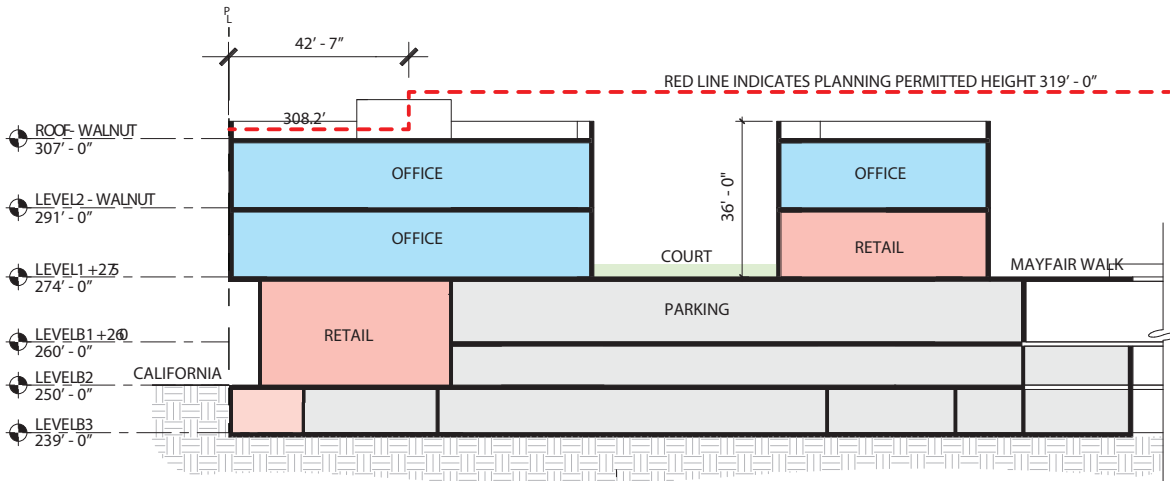
Presidio Avenue Elevation (East)



Walnut Building (East/West Section[1])



Walnut Building (North/South Section [2])



Source: P/SKS (2017)

FIGURE 17: PROPOSED WALNUT BUILDING ELEVATIONS AND SECTIONS

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Presidio Avenue, with access to a triangular-shaped outdoor terrace overlooking the adjacent SF Fire Credit Union.<sup>29</sup>

The remainder of Basement Level B1 would be devoted to parking for residents of Center Building A and Center Building B, two separate class 1 bicycle parking storage rooms for the office (10 spaces) and retail (4 spaces) uses, and space for circulation with access from the proposed driveway and garage ramp off the Walnut Street extension. Level 1 would have retail uses along the west and south portions of the floor and office uses on the north portion. This level would include an interior courtyard that would overlook the triangular-shaped outdoor terrace for the proposed child care center. The top level would be devoted exclusively to office uses and would be accessed via the office space elevator lobby fronting California Street.

In addition, an off-street freight loading dock with access from the driveway and garage ramp off Presidio Avenue would be developed at Basement Level B3. As described below on pp. 60-61 under “Proposed Freight and Passenger Loading Program,” the freight loading dock with three off-street spaces, one proposed 100-foot-long commercial truck (yellow) loading zone on California Street, and three proposed 60-foot-long passenger (white) loading zones on Masonic Avenue, Euclid Avenue, and Laurel Street, south of Mayfair Drive would serve the proposed residential, office, child care, and retail uses in Center Building A and Center Building B, and the Plaza A, Plaza B, and Walnut buildings. Each of the proposed new and renovated buildings would be connected to the off-street freight loading dock via service corridor(s). The residential move-in/move-out loading activities for the Plaza A and B buildings would take place near the off-street freight loading area or from curb space along Laurel Street or California Street (with a special time-limited permit from the San Francisco Municipal Transportation Agency [SFMTA] for use of on-street spaces).

### ***Presidio Avenue/Masonic Avenue***

#### **Masonic Building**

The triangular-shaped Masonic Building would be bounded by the proposed Walnut Walk on the west, the private terraces and landscaped area between the building and Center Building B on the north, and Masonic Avenue on the southeast. It would be a four- to six-story, 40-foot-tall, 124,892-gsf building with 88,906 gsf of residential floor area (including residential amenity space) for 61 dwelling units and 35,986 gsf of space for parking, circulation, and storage and mechanical rooms on a single parking level (see Table 2, p. 21). The Masonic Building would be approximately 238 feet wide along Masonic Avenue, approximately 177 feet wide along the proposed Walnut Walk, and approximately 210 feet wide along the area with private terraces and landscaping between the Masonic Building and Center Building B. The proposed building would be set back

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<sup>29</sup> Child care drop-off and pick-up operations would be expected to occur at Basement Level B3 where the required parking spaces for the proposed child care use would be located adjacent to the elevator lobby for the proposed child care center space.

approximately 10 feet from the southeast (Masonic Avenue) property line. The proposed Masonic Plaza would be developed in the space between Center Building B and the Masonic Building. The residential entrances would be on Masonic Avenue and on the proposed Walnut Walk. (See Figure 18: Proposed Masonic Building Elevations and Sections.)

Due to the site's southwest-to-northeast downward-trending slope, the Masonic Building's first level (Basement Level B1) would be a partially below-grade parking garage (the Masonic Garage), with a residential lobby at the northeast corner of the floor adjacent to the proposed garage entry and driveway. The footprint for the proposed Masonic Garage would extend under the proposed Walnut Walk and Euclid Building. Basement Level B1 would be accessed from the proposed driveway off Masonic Avenue adjacent to the residential lobby at the northeast corner of the proposed building (see Figure 18). In addition to the residential lobby Basement Level B1 would provide space for parking and circulation; an off-street freight loading area; a refuse staging area; a stormwater storage cistern; and storage, trash collection, and mechanical rooms including a mechanical room at its northeastern corner to accommodate a new 800-kilowatt/1,000-kilovolt-ampere emergency diesel generator with a 500-gallon fuel storage tank. At Level 1 the proposed residential uses would be located along Masonic Avenue on each side of the proposed garage entry and driveway and on the north portion of the floor facing Center Building B. The residential uses along Masonic Avenue and southwest of the proposed garage entry and driveway would have separate entrances via stoops, while those along the north portion would have separate private terraces (facing the landscaped area between Center Building B and the Masonic Building). Two separate residential common areas and a class 1 bicycle parking storage room (61 spaces) for residents would be provided at the center of this floor, and a residential common area at the northwest corner.

Level 2 would have residential uses along Masonic Avenue and in the northwest portion (with proposed at-grade private terraces fronting Walnut Walk) and the north portions of the floor. An at-grade residential lobby, with access from the proposed Walnut Walk, and a residential common area would be provided on the southwest portion of the floor. Two separate residential common areas and an internal courtyard would be provided at the center of this floor. Level 3 would have residential uses along each edge of the proposed building and a residential common area at the center of this floor. The top three floors (Level 4 – Level 6) would also have residential uses, with each floor successively set back from Masonic Avenue. Rooftop spaces would be designed to accommodate green roof infrastructure and would also include shared and private decks as well as mechanical rooms. A portion of the parking for the residential uses would be provided in mechanical stackers on the single-level parking garage (the Masonic Garage) accessed from Masonic Avenue. The mechanical stacker system would be a multicar, independently accessed system that residents would use to retrieve and return their own vehicles (i.e., they would be able to operate the system without assistance from a valet).



Walnut Walk

Masonic Street

10'-0" ADDTL. HEIGHT FOR STAIR AND MECH. PENTHOUSE  
16'-0" ADDTL. HEIGHT FOR ELEV. PENTHOUSE  
PER S.F. PLANNING CODE SEC. 260(b)(1)(B)

40'-0" BUILDING HEIGHT LIMIT

EL. 325 ALLOWED

EL. 318 ALLOWED

EL. 305 ALLOWED

PROPERTY LINE

EXISTING CURB

40'-0"

UNIT

UNIT

UNIT

UNIT

UNIT

UNIT

COMMON AREA

COMMON AREA

COMMON AREA

UNIT

UNIT

UNIT

UNIT

UNIT

PARKING

EL. 285 (E) GRADE

EL. 278 (E) GRADE

EL. 265 (E) GRADE

PRIVATE COURTS

MASONIC BUILDING

MASONIC AVE.

ROOF  
ELEV. +325

LEVEL 6  
ELEV. +315

LEVEL 5  
ELEV. +305

LEVEL 4  
ELEV. +295

LEVEL 3  
ELEV. +285

LEVEL 2  
ELEV. +275

LOBBY  
ELEV. +270

LEVEL 1  
ELEV. +265

LEVEL B1  
ELEV. +247.5

CALIFORNIA

PRESIDIO

MASONIC

EUCLID

PARKING

RETAIL (USABLE)

COMMERCIAL

RESIDENTIAL (HOMES)

LANDSCAPED ROOF

RETAIL (B.O.H.)

COMMERCIAL (CORE)

RESIDENTIAL (CORE)

40'-0" BUILDING HEIGHT LIMIT

EL. 328 ALLOWED

EL. 301 ALLOWED

EL. 288 (E) GRADE

PROPERTY LINE

EXISTING CURB

40'-0"

ROOF  
ELEV. +325

LEVEL 6  
ELEV. +315

LEVEL 5  
ELEV. +305

LEVEL 4  
ELEV. +295

LEVEL 3  
ELEV. +285

LEVEL 2  
ELEV. +275

LOBBY  
ELEV. +270

LEVEL 1  
ELEV. +265

LEVEL B1  
ELEV. +247.5

UNIT

UNIT

UNIT

UNIT

UNIT

UNIT

COMMON AREA

UNIT

PARKING

EL. 261 (E) GRADE

PRIVATE COURTS

MASONIC BUILDING

MASONIC AVE.

# 3333 CALIFORNIA STREET MIXED USE PROJECT

**April 25, 2018**  
**Case No. 2015-014028ENV**



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## ***Euclid Avenue***

### **Euclid Building**

The Euclid Building would be a roughly square building surrounding an internal courtyard. The proposed building would be bounded by the private terraces and landscaped area between it and Center Building A on the north, the proposed Walnut Walk on the east, Euclid Avenue on the south, and the proposed private terraces on the west between it and the Laurel Duplexes. The Euclid Building would be a four- to six-story, 40-foot-tall, 233,623-gsf building with 177,345 gsf of residential floor area (including common areas) for 135 dwelling units, 4,287 gsf of retail space, and 51,991 gsf of space for parking and circulation in the single-level parking garage (the Masonic Garage) accessed from Masonic Avenue (see Table 2, p. 21). The proposed building would be 220 feet wide along Euclid Avenue, approximately 254 feet wide along the proposed Walnut Walk, approximately 158 feet wide along the landscaped area between it and Center Building A, and approximately 210 feet wide along the area with private terraces and landscaping between it and the Laurel Duplexes. The proposed building would be set back approximately 67 feet from the south (Euclid Avenue) property line. The proposed Euclid Green would be developed within this setback and would extend west to Laurel Street. The eastern portion of this space would be private open space (Euclid Terrace) associated with the Euclid Building amenity spaces. (See Figure 19: Proposed Euclid Building Elevations and Sections.)

Due to the site's southwest-to-northeast downward-trending slope, the Euclid Building would have a partially below-grade floor. Level 1 would have at-grade residential uses arrayed around the internal courtyard along the north side, the northern portion of the east side, and the west side. The building would have separate at-grade entrances to the residential lobby, a residential common area, and an amenity space near the proposed Walnut Walk at the center of the east side. Separate partially below-grade common area spaces and a class 1 bicycle parking storage room (135 spaces) would be developed along the south (Euclid Avenue) side of this floor. Also on Level 1 there would be small retail spaces with separate at-grade entrances facing the south terminus of the proposed Walnut Walk, topped by the proposed Euclid Terrace.

The retail spaces would have a floor-to-floor height of approximately 15 feet. Level 2 would have residential uses arrayed around the internal courtyard. The residential common areas and lobby along the south portion of the floor would be connected to the residential common areas, lobby, and interior courtyard below. The next three floors (Level 3 – Level 5) would have residential uses along each side, surrounding the internal courtyard. The top floor (Level 6) would also have residential uses but only along the north, east, and west sides. At Level 6, the proposed building would be set back from the lower floors along its south elevation (Euclid Avenue). Rooftop spaces would be designed to accommodate infrastructure for a green roof and solar photovoltaic system and/or roof-mounted solar thermal hot water systems, and would also include shared decks as well as mechanical rooms, within the allowable height limit of the planning code.

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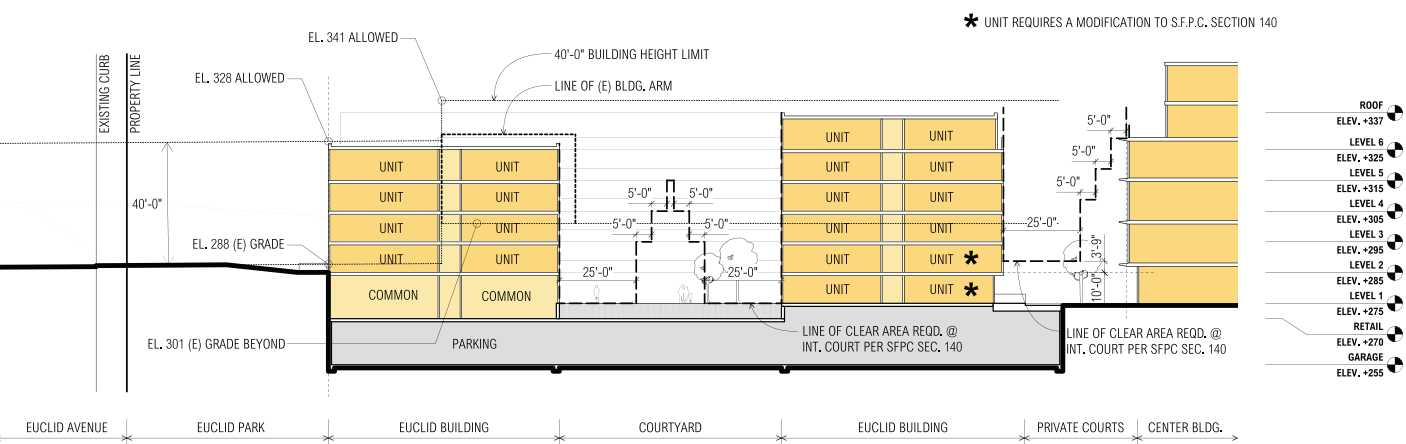
Euclid Street Elevation (South)



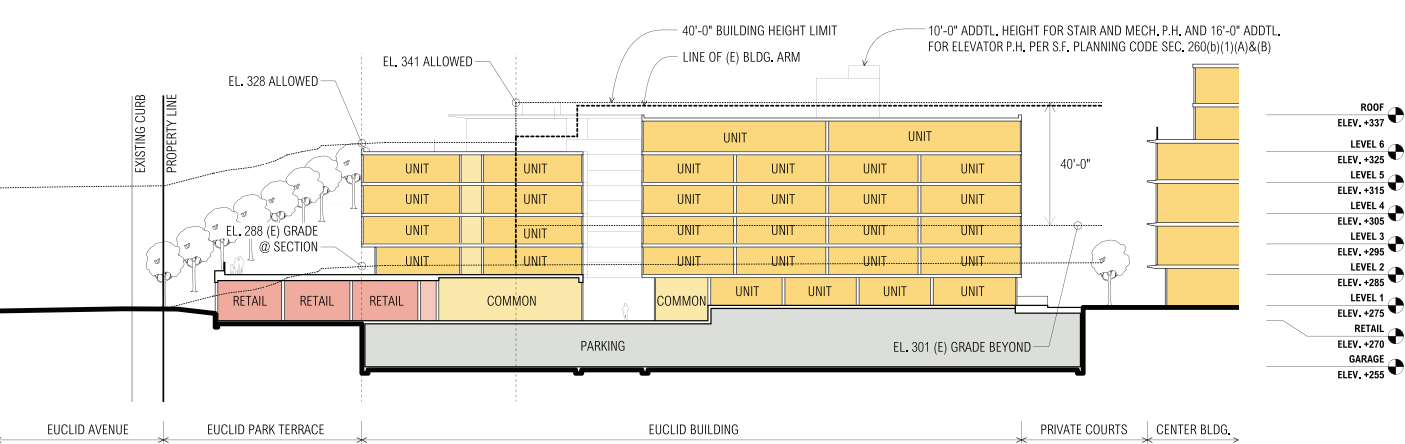
Walnut Walk Elevation (East)



Euclid Building (North/South Section [1])



Euclid Building (Northwest/Southeast Section [2])



Source: P/SKS (2017)

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FIGURE 19: PROPOSED EUCLID BUILDING ELEVATIONS AND SECTIONS

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The Euclid Building's proposed below-grade basement level would be part of the proposed Masonic Garage and would be accessed from Masonic Avenue. The basement level would include parking and circulation space, trash rooms, internal stairs, and elevator cores. A portion of the parking would be provided in multicar mechanical stackers. Residents would be able to retrieve and return their own vehicles (i.e., they would be able to operate the mechanical stacker system without assistance from a valet).

### *Laurel Street*

#### Laurel Duplexes

Seven detached duplexes would be developed along Laurel Street between Euclid Avenue and the proposed Mayfair Building. Construction of the seven duplexes would result in the development of 58,839 gsf of total floor area with 54,111 gsf of residential floor area and 4,728 gsf of parking and storage space. (See Table 2, p. 21.) Each duplex would include four floors, would range in height from 37 to 40 feet, and would have a centralized building core for the elevators and stairs. Six of the seven duplexes would be set back 25 feet from Laurel Street. The fourth duplex in the row would be set back 60 feet from Laurel Street to retain two existing Coast Live Oak trees. (See Figure 20: Proposed Laurel Duplex Elevations and Typical Section.)

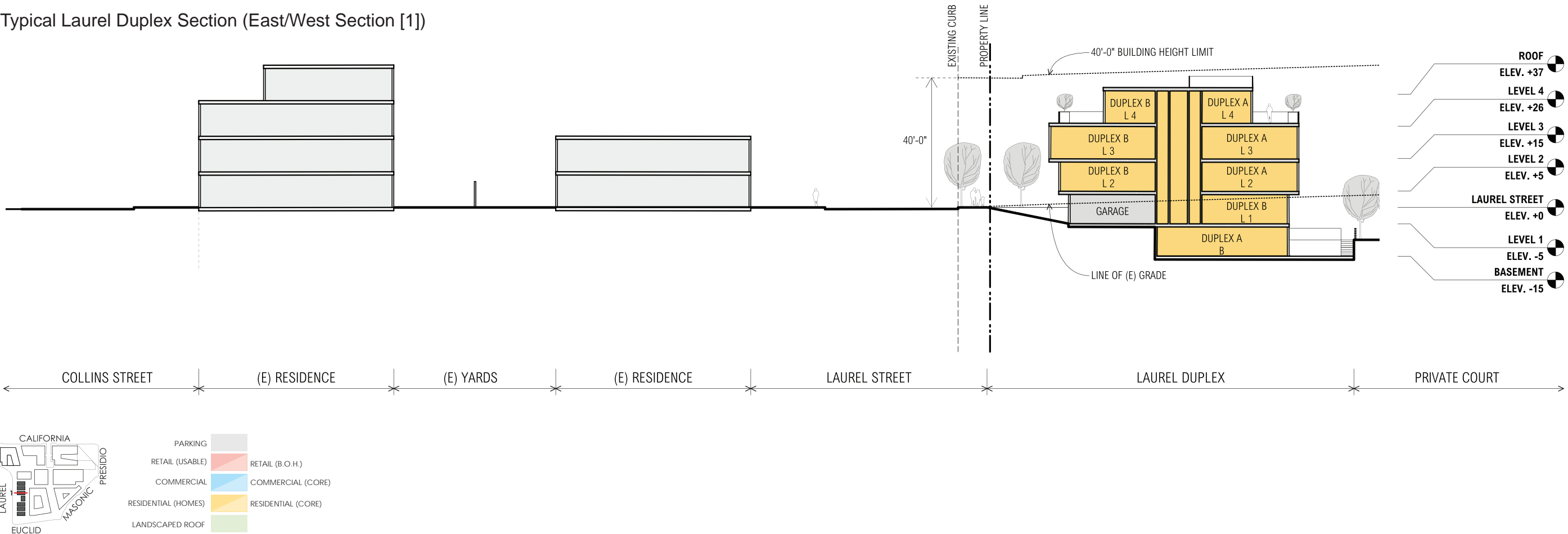
Due to the site's south-to-north and west-to-east downward-trending slope, each duplex would include a full basement on the east portion of the floor and an independently accessible parking garage on its west portion (two garages per duplex with one parking space per unit). The exception would be the duplex behind the existing Coast Live Oak trees, which would not have a basement or a parking garage. The two parking spaces for this duplex would be provided in the proposed Masonic Garage. The proposed parking garages for the six duplexes would be accessed via six separate 10-foot-wide curb cuts and would be partially below-grade. Residential uses would be developed on the east portion of the first floor and on each successive floor. Six of the seven duplexes would include private balconies on Level 4 along the east and west sides, and all would have rooftop decks and mechanical rooms. All rooftops (except for the centrally located duplex) would be designed to accommodate solar photovoltaic system infrastructure and/or roof-mounted solar thermal hot water systems.

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Laurel Street Elevation (West)



Typical Laurel Duplex Section (East/West Section [1])



Source: P/SKS (2017)

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FIGURE 20: PROPOSED LAUREL DUPLEX ELEVATIONS AND TYPICAL SECTION



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### Mayfair Building

The rectangular Mayfair Building would be bounded by the proposed Mayfair Walk on the north, the proposed landscaped area to the east between it and Center Building A, the proposed Laurel Duplexes on the south, and Laurel Street on the west. The Mayfair Building would be a four-story, 40-foot-tall, 58,821-gsf building with 43,071 gsf of residential floor area (including common areas) for 30 dwelling units, and 15,750 gsf of space for parking, circulation, and storage and mechanical rooms on a single parking level (see Table 2, p. 21).

The proposed building would be approximately 138 feet wide along the proposed Mayfair Walk, approximately 77 feet wide along the proposed landscape area between the Mayfair Building and Center Building A, approximately 138 feet wide along the proposed Laurel Duplexes, and approximately 77 feet wide along the west (Laurel Street) property line. The proposed building would be set back approximately 6 to 23 feet (average 15 feet) from the west (Laurel Street) property line. (See Figure 21: Proposed Mayfair Building Elevations and Sections.)

Due to the site's south-to-north and west-to-east downward trending slope, the Mayfair Building would have a below-grade parking level with access from Laurel Street. The basement level would provide space for residential parking (most of which would have mechanical lifts), circulation (including connections to the proposed California Street and Masonic garages), a mechanical room, and a class 1 bicycle parking storage room (30 spaces). Residents would be able to retrieve and return their own vehicles from the mechanical stacker (i.e., they would be able to operate the mechanical stacker system without assistance from a valet).

The ground floor would be developed with a residential lobby (at the northwest corner) with stepped access from the proposed Mayfair Walk. The ground floor would also include residential uses with private terraces along the north and south sides. The top three floors would be developed with residential uses, with private balconies at the top floor along the west side. The rooftop space would be designed to accommodate green roof and solar photovoltaic system infrastructure and/or roof-mounted solar thermal hot water systems, and would also include a shared deck and a mechanical room.

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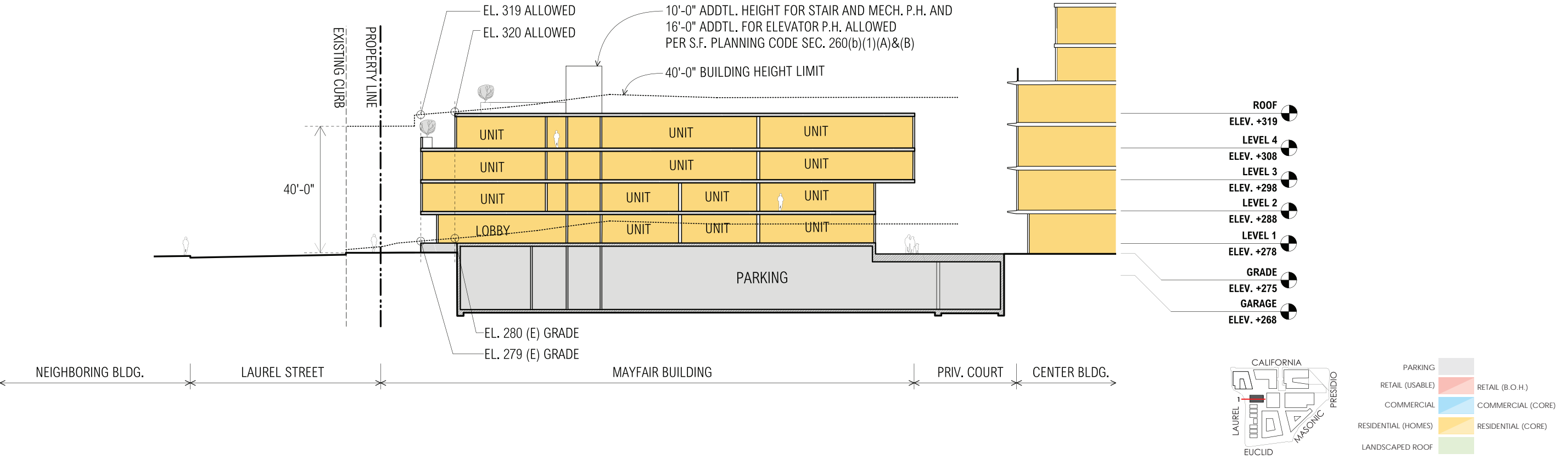
Mayfair Walk Elevation (North)



Laurel Street Elevation (West)



Mayfair Building Section (East/West Section [1])



Source: P/SKS (2017)

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FIGURE 21: PROPOSED MAYFAIR BUILDING ELEVATIONS AND SECTION

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## **Proposed Parking, Circulation, and Loading**

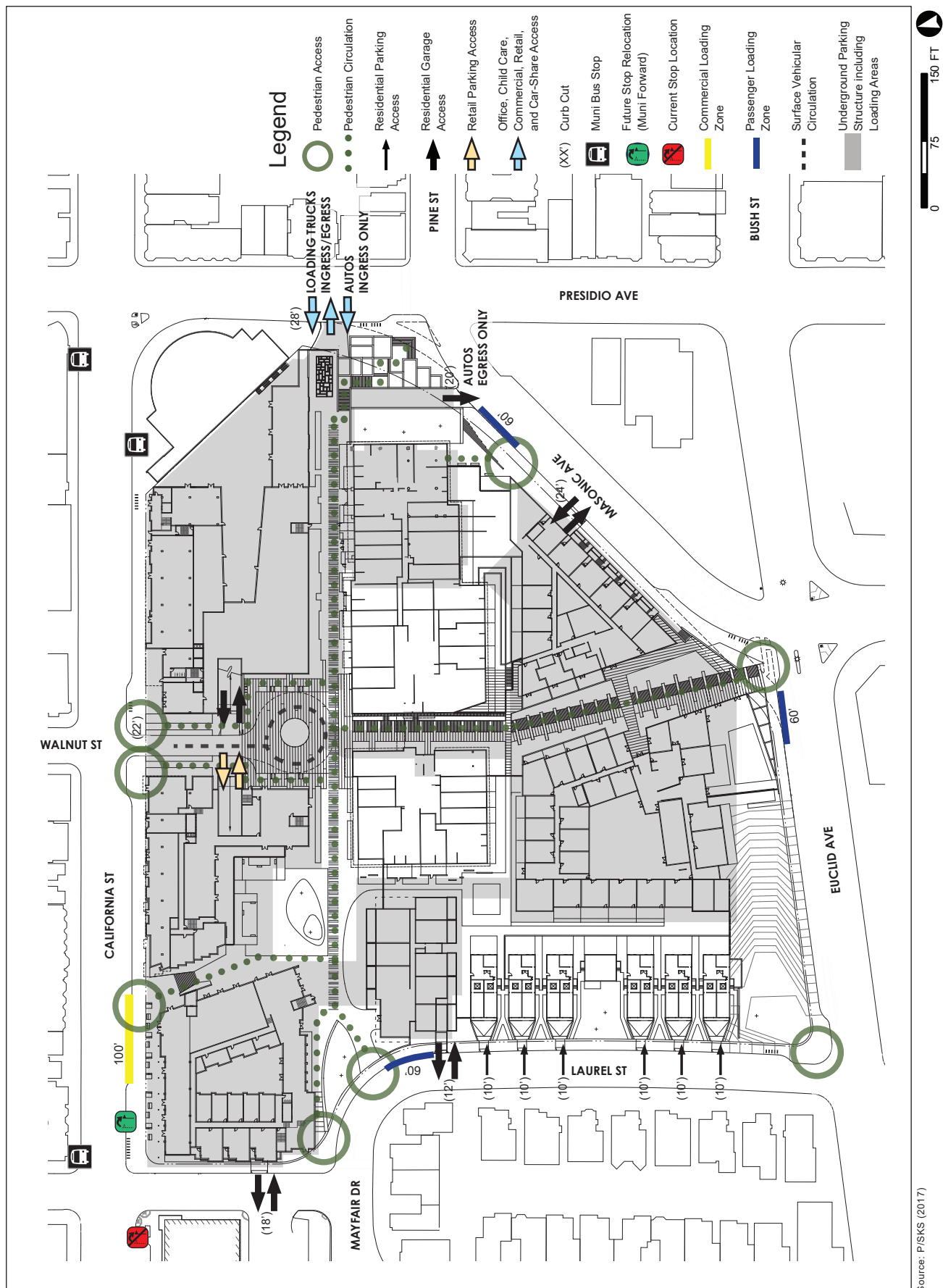
### ***Proposed Parking and Circulation***

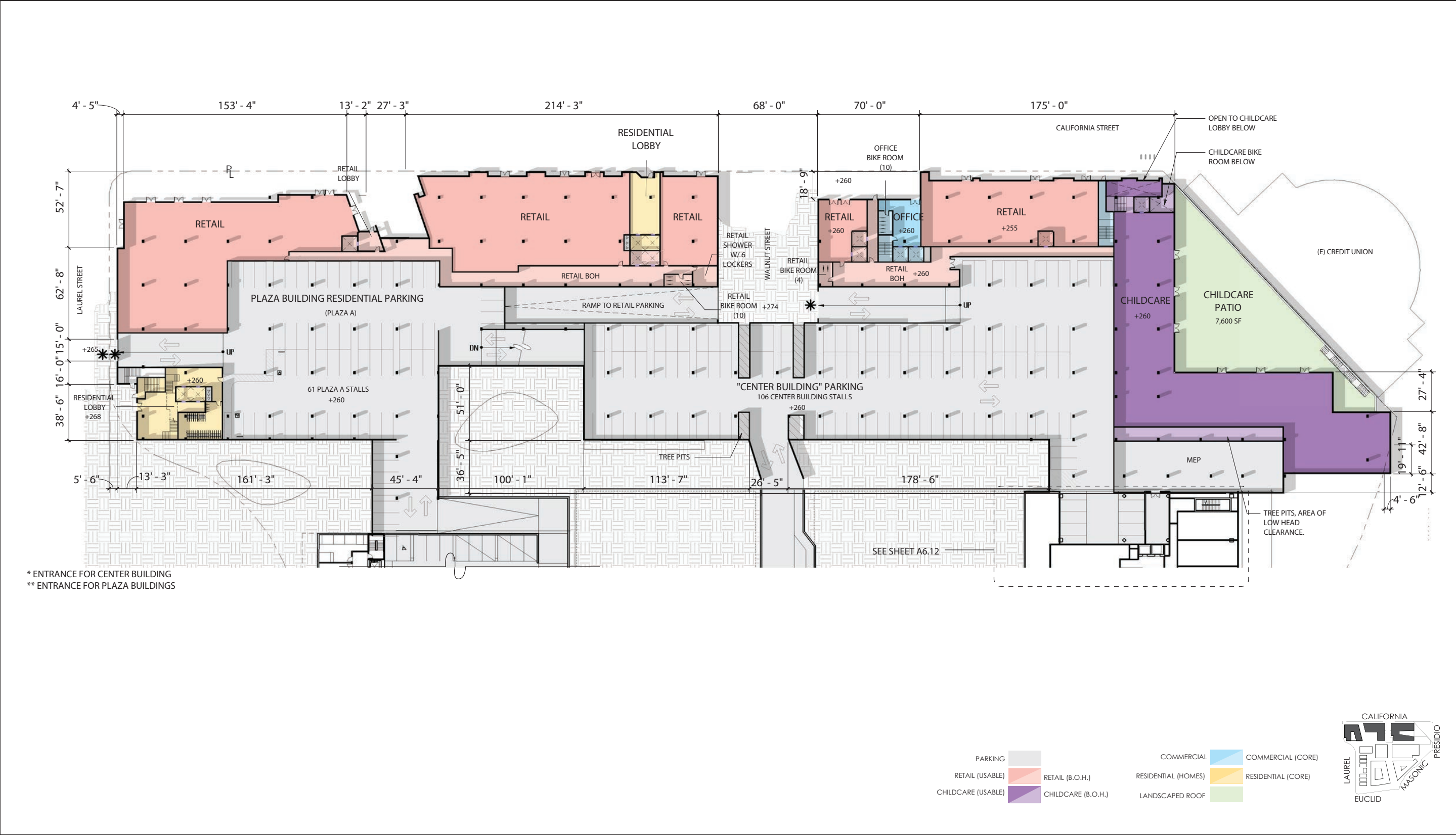
#### Off-Street Parking

The proposed project would provide four below-grade parking garages: the California Street Garage, which would be constructed under the Plaza A, Plaza B, and Walnut buildings; the Center Building B Garage, which would encompass the two renovated below-grade parking levels under Center Building B (Basement Levels B1 and B3); the Masonic Garage, which would be developed under the Masonic and Euclid buildings; and the Mayfair Garage, which would be developed under the Mayfair Building. (See Figure 22: Proposed Site Access, Figure 23: Proposed California Street Garage and Center Building B Garage - Basement Level B1, Figure 24: Proposed California Street Garage - Basement Level B2, Figure 25: Proposed California Street Garage and Center Building B Garage - Basement Level B3, Figure 26: Proposed Masonic Garage, and Figure 27: Proposed Mayfair Garage.) Six individual below-grade, independently accessible, two-car parking garages would also be provided for six of the seven Laurel Duplexes. The ten garages would total 428,773 gsf.

The proposed parking program would replace and expand the existing 543 surface and subsurface parking spaces on the project site. Overall there would be a total of 895 off-street parking spaces: 558 spaces for residential uses, 138 spaces for retail uses, 100 spaces for office uses, 29 spaces for the child care use, 60 commercial parking spaces, and 10 car-share spaces. (See Table 3: Parking Summary, p. 57.)

As shown in Table 3, residential parking would be located in the California Street Garage (234 spaces), the Masonic Garage (250 spaces), and the Mayfair Garage (30 spaces) as well as in the private garages for the Laurel Duplexes (12 spaces) and the Center Building B Garage (32 spaces). The number of parking spaces in the California Street and Masonic garages includes 106 and 52 spaces, respectively, for residents of Center Building A and Center Building B. The number of parking spaces in the Masonic Garage also includes two spaces for one of the seven Laurel Duplexes. Retail parking would be located in the proposed California Street Garage (138 spaces), and parking for the office use (100 spaces) and child care use (29 spaces), as well as the 60 commercial parking spaces, would be located in the portion of the California Street Garage under the Walnut Building. All 10 car-share spaces would be located in Basement Level B3 of the California Street Garage and would be accessed from the Walnut Building's retail elevator lobby entrance off California Street.





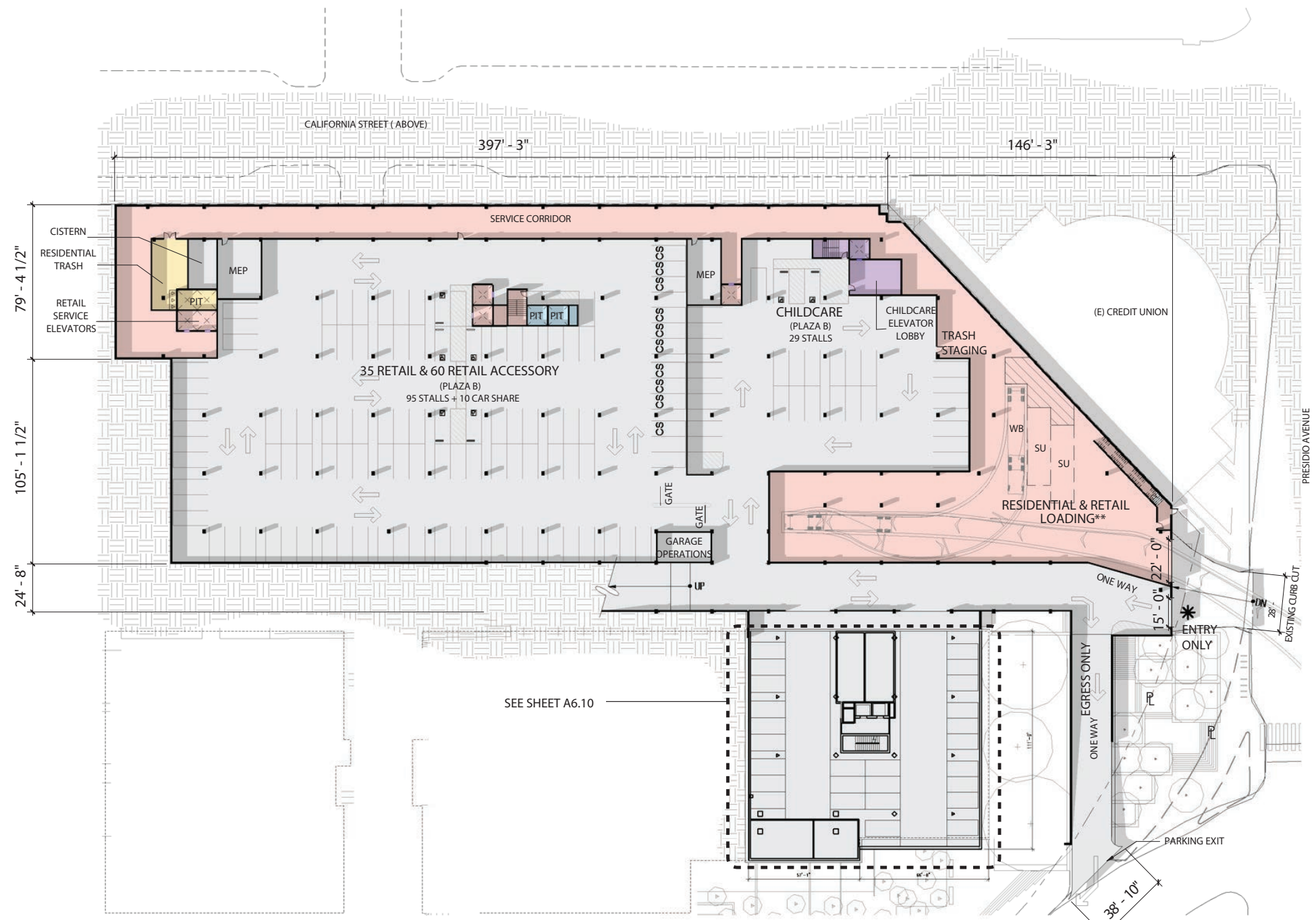
Source: P/SKS (2017)

### 3333 CALIFORNIA STREET MIXED USE PROJECT

FIGURE 23: PROPOSED CALIFORNIA STREET GARAGE - BASEMENT LEVEL B1

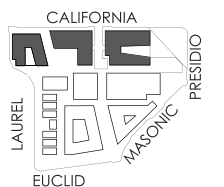






\* ENTRY FOR: RETAIL, PUBLIC REPLACEMENT, CHILDCARE, OFFICE, CENTER BUILDING B (SELECT STALLS)  
 \*\* LOADING AREA USED FOR RETAIL, COMMERCIAL, AND RESIDENTIAL TRASH COLLECTION AS WELL AS RESIDENTIAL AND RETAIL LOADING.

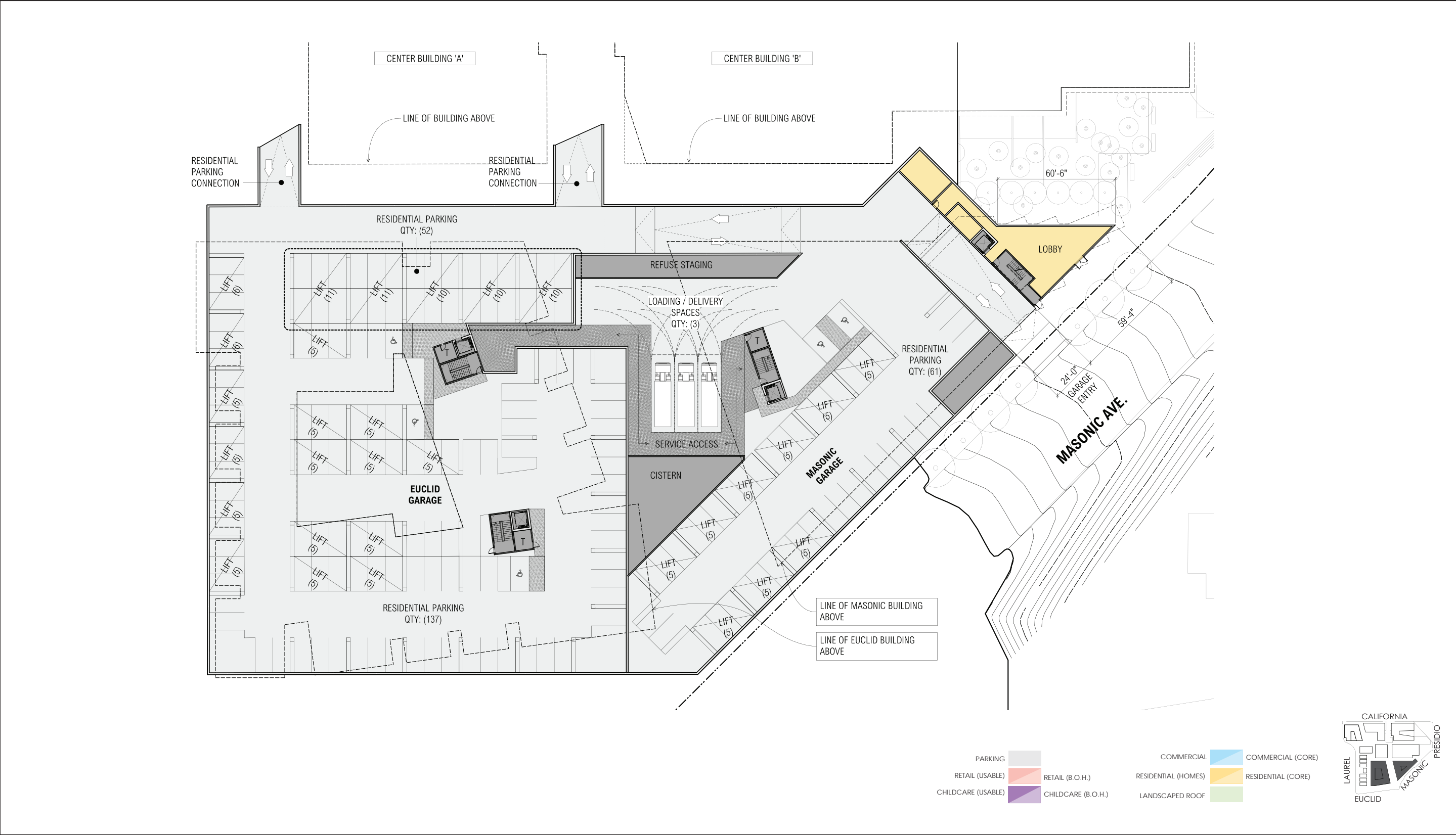
PARKING	RETAIL (USABLE)	CHILDCARE (USABLE)	COMMERCIAL	RESIDENTIAL (HOMES)	LANDSCAPED ROOF
			COMMERCIAL (CORE)	RESIDENTIAL (CORE)	
	RETAIL (B.O.H.)	CHILDCARE (B.O.H.)			



Source: P/SKS (2017)

### 3333 CALIFORNIA STREET MIXED USE PROJECT

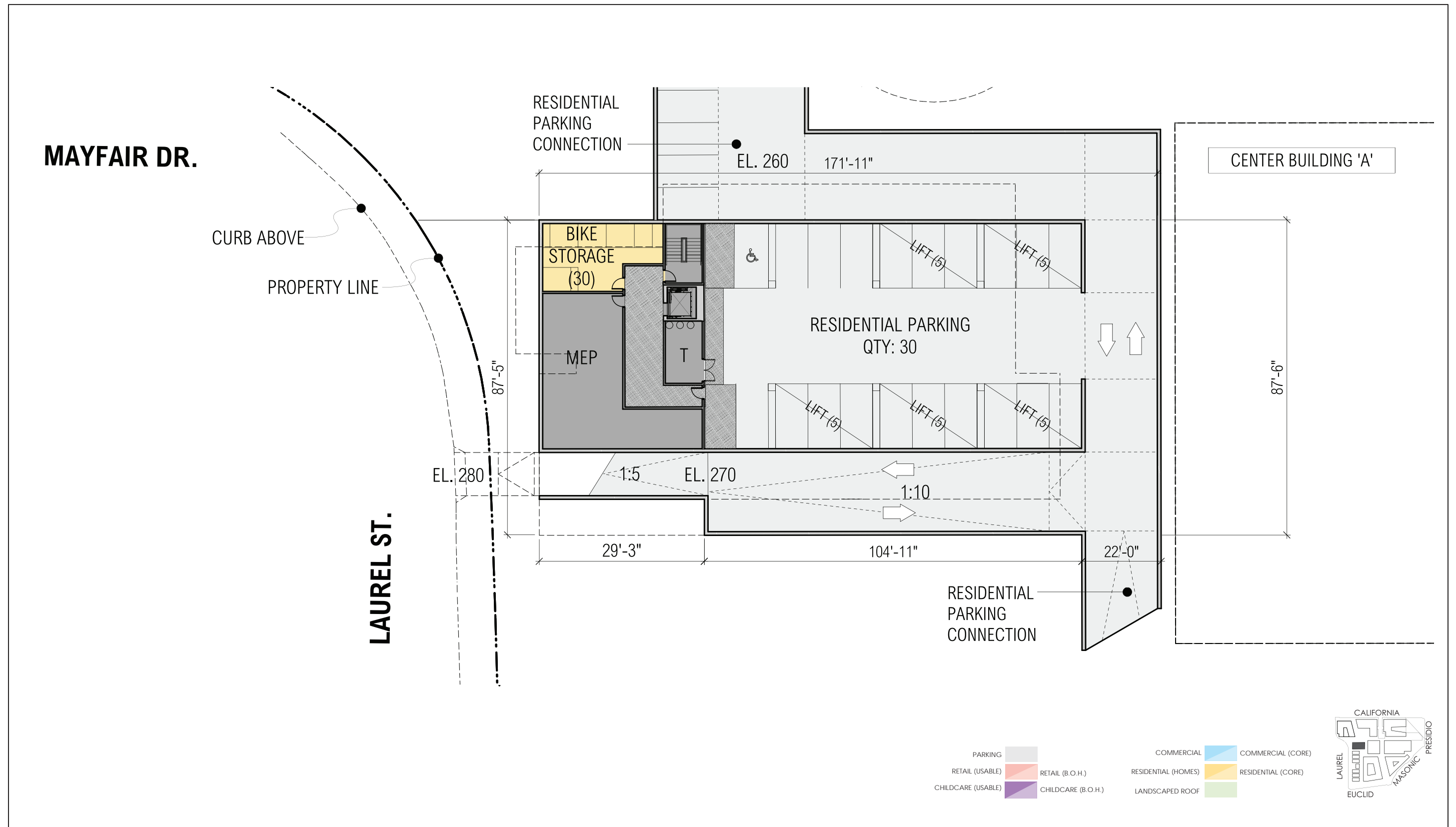
FIGURE 25: PROPOSED CALIFORNIA STREET GARAGE - BASEMENT LEVEL B3



# 3333 CALIFORNIA STREET MIXED USE PROJECT

FIGURE 26: PROPOSED MASONIC GARAGE





Source: P/SKS (2017)

### 3333 CALIFORNIA STREET MIXED USE PROJECT

FIGURE 27: PROPOSED MAYFAIR GARAGE

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**Table 3: Parking Summary**

<b>Proposed Garage</b>	<b>Primary Entrances</b>	<b>No. of Parking Spaces</b>	<b>Assigned Use</b>
California Street Garage (Under Plaza A, Plaza B, and Walnut buildings)	Laurel Street	128	Residential uses in Plaza A and Plaza B buildings
	Walnut Street	103	Retail uses in Plaza A, Plaza B, Walnut, and Euclid buildings
		106	Residential uses in Center Buildings A and B
	Presidio Avenue	100	Office use in Walnut Building
		35	Retail use in Walnut Building
		29	Child care use in Walnut Building
		10	Car share space for members
		60	Commercial spaces for public
Center B Building Garage (Renovated Parking Levels)			
Basement Level B1	Walnut Street	6	Residential uses in Center Buildings A and B
Basement Level B3	Presidio Avenue	26	Residential uses in Center Buildings A and B
Masonic Garage (Under Masonic and Euclid buildings)	Masonic Avenue	52	Residential uses in Center Buildings A and B
		61	Residential uses in Masonic Building
		135	Residential uses in Euclid Building
		2	Residential use for one Laurel Duplex
Mayfair Garage (Under Mayfair Building)	Mayfair Drive	30	Residential uses in Mayfair Building
Laurel Garages (Under 6 of 7 Laurel Duplexes)	Laurel Street	12	Residential use in six Laurel Duplexes
<b>Total No. of Parking Spaces</b>		<b>895</b>	<b>558 for residential uses</b> <b>138 for retail uses</b> <b>100 for office use</b> <b>29 for child care use</b> <b>60 commercial spaces</b> <b>10 car-share spaces</b>

Source: Laurel Heights Partners, LLC; BAR Architects; Solomon Cordwell Buenz; and Jensen Architects (August 2017)

Vehicles would enter and exit the proposed parking garages from the following access points:

- An entry/exit driveway off each side of the Walnut Street extension into the project site for the California Street Garage (residential and retail uses).
- A shared driveway off Presidio Avenue. The driveway would have one entry/ exit to the off-street freight loading dock in the California Street Garage. Another separate entry (ingress only) would lead to the office, child care, retail, and commercial parking spaces on Basement Levels B3 and B2 of the California Street Garage and to the residential parking in Basement Level B3 of the Center Building B Garage (residential, retail, office, childcare, car share, and commercial uses).
- An exit-only driveway onto Masonic Avenue near the intersection with Pine Street for the California Street and renovated Center B Building garages (residential, retail, office, childcare, car share, and commercial uses).

- An entry/exit driveway off Masonic Avenue for the Masonic Garage (residential uses only).
- Six individual driveways along Laurel Street for six of the Laurel Duplexes (residential uses only).
- An entry/exit driveway onto Laurel Street south of Mayfair Drive for the Mayfair Garage (residential uses only).
- A right-turn in entry/right-turn out exit driveway onto Laurel Street between California Street and Mayfair Drive for the California Street Garage (residential only).

The renovated below-grade parking levels under Center Building B would connect to Basement Levels B1 and B3 of the California Street Garage via the access driveway from Presidio Avenue and an internal garage ramp. Each of the proposed driveways to the California Street, Masonic, and Mayfair garages (along Laurel Street, the Walnut Street extension, Presidio Avenue, and Masonic Avenue) would be access-controlled with gates or doors, and would include audible warnings and signage to minimize pedestrian conflicts.

Circulation changes would include the introduction, elimination, or relocation of existing curb cuts on Presidio, Masonic, and Euclid avenues; on Laurel Street; and on Mayfair Drive as follows:

- The existing 28-foot-wide curb cut at the California Street entrance would be reduced to 22 feet with the development of curb bulb-outs at the extension of Walnut Street into the project site, which would terminate with a roundabout. The Walnut Street extension would provide access to two of the California Street Garage entrances.
- The existing 28-foot-wide curb cut on Presidio Avenue would remain, but would be adjusted slightly to follow the proposed modification to the alignment of the west curb on Presidio Avenue, to be parallel to the existing east curb. The driveway would provide in and out access for the off-street freight loading area and separate in-only access to the California Street Garage for office, retail, child care, and residential parking uses as well as commercial parking.
- A new 20-foot-wide curb cut would be provided for vehicles exiting to Masonic Avenue from the California Street Garage and Basement Level B3 of Center Building B.
- A new 24-foot-wide curb cut on Masonic Avenue would provide in and out access to the proposed Masonic Garage.
- The existing 27-foot-wide curb cut on Laurel Street (between Mayfair Drive and Euclid Avenue) would be removed.
- The Laurel Duplexes would have independent access to their respective garages (12 independent parking spaces in total) via six separate 10-foot-wide curb cuts along Laurel Street, south of Mayfair Drive.
- The existing 22-foot-wide curb cut on Mayfair Drive would be relocated to the south and modified to be a 12-foot-wide driveway to provide in and out access to the proposed Mayfair Building's below-grade parking garage.
- A new 18-foot-wide curb cut on Laurel Street would provide right-turn in access to and right-turn out egress from the proposed California Street Garage.

Emergency vehicles would continue to have access to the perimeter of the project site to provide emergency services such as fire protection for the proposed new buildings along California Street, Presidio Avenue, Masonic Avenue, Euclid Avenue, and Laurel Street. They would be able to access the center of the site via the Walnut Street extension, the west end of the proposed Mayfair Walk, and the south end of the proposed Walnut Walk at the intersection of Masonic and Euclid avenues.

### On-Street Parking

There are approximately 102 on-street vehicle parking spaces (including two car-share spaces on Euclid Avenue) and no loading spaces along the curbs adjacent to the site. The proposed project would reduce the number of on-street vehicle parking spaces to approximately 66 through the elimination of spaces for new curb cuts, the conversion of existing spaces to four new commercial and passenger loading zones, sidewalk widening, and other streetscape changes. One new parking space would be created as a result of the streetscape changes at the Presidio Avenue/Masonic Avenue/Pine Street intersection. Overall, there would be a net reduction of 36 on-street parking spaces.

### ***Proposed Bicycle Parking***

The proposed project would provide 592 class 1 bicycle parking spaces as follows: 558 spaces for residential uses, 10 spaces for office uses, 14 spaces for retail uses, and 10 spaces for the child care use. Each proposed multifamily residential and mixed-use building would include a class 1 bicycle parking storage room at street level or at Basement Levels B1 or B2 to accommodate the required class 1 bicycle parking spaces.

The proposed project would also provide 101 class 2 bicycle parking spaces as follows: 56 spaces for residential uses, 2 spaces for office uses, 33 spaces for retail uses, and 10 spaces for the child care use.<sup>30</sup> The proposed class 2 bicycle parking spaces would be located along the edges of the project site at pedestrian access points and near building entrances, and adjacent to the Walnut Building near the roundabout terminating the extension of Walnut Street into the project site, as follows:

- 48 spaces on the south side of California Street near Laurel Street (16), near Walnut Street (16), and near the eastern edge of the property (16)
- 14 spaces on the west side of Presidio Avenue at the Masonic Avenue/Pine Street intersection (near the proposed Pine Street Steps and Plaza)
- 14 spaces on the west side of Masonic Avenue at the Masonic Avenue/Euclid Avenue intersection (near the proposed Corner Plaza)
- 10 spaces on the north side of Euclid Avenue at the Euclid Avenue/Laurel Street intersection (near the proposed Euclid Green)

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<sup>30</sup> Each bicycle rack would accommodate two bicycles.



- 15 spaces at the center of the site adjacent to the Walnut Building near the roundabout at the end of the Walnut Street extension

### ***Proposed Pedestrian Circulation***

The project site would be integrated with the existing street grid. Pedestrian promenades would be developed to align with Walnut Street and connect to Masonic and Euclid avenues (north/south direction), and to align with Mayfair Drive and connect to Presidio and Masonic avenues and Pine Street (east/west direction) (see Figure 22, p. 51). The north-south running Walnut Walk and the east-west running Mayfair Walk would be closed to vehicular traffic. The northern portion of Walnut Walk would be the extension of Walnut Street into the project site, which would provide vehicular access to the California Street Garage and terminate at a roundabout. Pedestrians would be able to walk through the project site from Laurel, California, and Walnut streets to Presidio Avenue, Masonic Avenue, Pine Street, and Euclid Avenue. In addition, a pedestrian walkway between the Plaza A and Plaza B buildings (Cypress Stairs) would provide access from the California Street sidewalk (at the midblock between Laurel and Walnut streets) to Cypress Square, one of the proposed onsite plazas that would be open to the public. Pedestrian access would also be provided at Walnut Street, at Presidio Avenue near the corner of Pine Street at the eastern terminus of Mayfair Walk (the proposed Pine Street Steps and Plaza), at the intersection of Masonic and Euclid Avenues at the southern terminus of Walnut Walk (the proposed Corner Plaza), and at the western terminus of Mayfair Walk. In addition, access to the proposed Euclid Green would be developed at the corner of Laurel Street and Euclid Avenue. These spaces would be designed to be compliant with the Americans with Disabilities Act.

### ***Proposed Freight and Passenger Loading Program***

The proposed project would provide six off-street commercial and residential freight loading spaces, with three located in the off-street freight loading area in the proposed California Street Garage, accessed from Presidio Avenue, and three located in the off-street freight loading area in the proposed Masonic Garage under the Masonic and Euclid buildings. The proposed off-street loading area in the California Street Garage would accommodate 40-foot-long Recology garbage trucks, 30-foot-long single-unit trucks, and 55-foot-long intermediate semitrailer trucks. The proposed off-street loading area in the Masonic Garage would accommodate 40-foot-long Recology garbage trucks and 30-foot-long single unit trucks. Vertical clearance for the proposed California Street and Masonic Garage entrances from Presidio Avenue and Masonic Avenue would be 15 feet. Residential move-in and move-out loading activities for the new and renovated buildings (except the Laurel Duplexes) would occur within these off-street freight loading areas in the proposed California Street and Masonic garages or from existing on-street spaces along California Street, Presidio Avenue, Masonic Avenue, Euclid Avenue, or Laurel Street (with a special time-limited permit from the SFMTA for use of existing on-street parking spaces). Residential move-in and move-out loading activities for the Laurel Duplexes would occur along Laurel Street (with a special time-limited permit from the SFMTA for use of on-street parking spaces) and/or from

private parking garages, as described below. Commercial freight loading activities would occur at the off-street freight loading dock accessed from Presidio Avenue and would serve all future retail and office tenants via service corridors, elevators, and internal stairs.

In addition to these six proposed off-street freight loading spaces, the project sponsor would request from the SFMTA the conversion of 15 on-street parking spaces to create one 100-foot-long commercial loading zone and three separate 60-foot-long passenger loading zones at the following locations:

- South side of California Street near Laurel Street (commercial)
- West side of Masonic Avenue near Presidio Avenue and Pine Street (passenger)
- North side of Euclid Avenue near Masonic Avenue (passenger)
- East side of Laurel Street near Mayfair Drive (passenger)

Passenger loading would also occur at the proposed roundabout at the terminus of the Walnut Street extension into the project site. This proposed circulation feature would allow residents and guests to be picked up or dropped off at the center of the site. In addition, child care center pick-up/drop-off activities would occur at Basement Level B3 of the California Street Garage at a location adjacent to the elevator lobby for the proposed child care center space.

#### Trash Collection

Centralized trash rooms with combined chutes or bins for recyclable, compostable and trash would be located within each residential building on every floor. The combined chutes would terminate into separate recyclable, compostable, and trash bins using tri-waste sorters and would be held within trash collection rooms. If separated into bins at each floor by occupants or tenants the bins would be collected and transported via elevator to the trash collection rooms in the basement levels of each building. The solid waste bins would be transported via an electric tow tractor system to the off-street refuse staging areas adjacent to the off-street freight loading docks in the California Street and Masonic garages and compacted for offsite transport. Self-contained compactors for landfill materials, mixed recyclables, and compost would be located in both refuse staging areas with container capacity ranging from 15 to 25 cubic yards. Commercial solid waste management activities for the retail and office uses would be accommodated in the basement level trash collection rooms with internal connections via service corridors, elevators, and internal stairs to the off-street refuse staging area in the California Street Garage. Solid waste would be picked up by Recology on a regularly scheduled service program (approximately six trips per week – three each at the proposed off-street freight loading areas within the proposed California Street and Masonic garages). Solid waste for the Laurel Duplexes and Mayfair Building would be collected from Laurel Street on a weekly basis, typically every Tuesday.

## Transportation Demand Management Plan

The project sponsor submitted a Transportation Demand Management (TDM) Plan Application to the planning department in August 2017 and has agreed to implement selected TDM measures to reduce per capita automobile use. Selected TDM measures are summarized below:

- **Improve Walking Conditions (TDM Measure Active-1A):** Streetscape improvements proposed along California Street, Presidio Avenue, Masonic Avenue, Euclid Avenue and Laurel Street would be consistent with the Better Streets Plan. The proposed Mayfair and Walnut walks would integrate the 10-acre site with the existing pedestrian network.
- **Bicycle Parking (TDM Measure Active-2):** Bicycle parking would be provided for residential, office, and retail uses. For residential uses, the required class 1 space for each dwelling unit and two class 2 spaces for every 20 units would be provided. The number of spaces provided for office, childcare, and retail uses would comply with the planning code.
- **Showers and Lockers (TDM Measure Active-3):** At least one shower and at least six clothes lockers would be provided for every 30 class 1 bicycle parking spaces. The number of showers and clothes lockers would meet planning code requirements.
- **Bicycle Repair Station (TDM Measure Active-5):** A bicycle repair station, with tools and supplies such as a bicycle pump and wrenches, would be located on the project site.
- **Car Share Parking (TDM Measure Cshare-1):** Ten car share spaces would be provided in Basement Level B3 of the California Street Garage in accordance with the planning code.
- **Delivery Supportive Amenities (TDM Measure Delivery-1):** An area for the receipt and temporary storage of package deliveries would be provided in the off-street loading areas or other location on the project site.
- **Onsite Childcare (TDM Measure Family-2):** An onsite childcare facility would be provided in the Walnut Building.
- **Multimodal Wayfinding Signage (TDM Measure Info-1):** Multimodal wayfinding signage that directs tenants, residents, visitors, and employees to nearby transportation services would be provided. Signage would comply with city standards.
- **Real Time Information Displays (TDM Measure Info-2):** Real time information displays (showing information about transit lines, walk time to transit locations, or the location of onsite car share vehicles, for example) would be provided in prominent locations on the project site.
- **Tailored Transportation Marketing (TDM Measure Info-3):** Individualized, tailored marketing and communication campaigns regarding sustainable transportation modes would be implemented. A TDM coordinator would manage these marketing services, which would include promotions and welcome packets with information about transportation options. Personal consultations would be offered to new residents and retail employees along with a request for a commitment to try sustainable transportation options.
- **Unbundle Parking (TDM Measure Pkg-1):** All accessory parking for the proposed project would be leased or sold separately from the rental or purchase fees.

The project's proposed TDM Plan may be refined during the planning review process for project entitlements.

## **Proposed Streetscape Changes**

### ***Presidio Avenue***

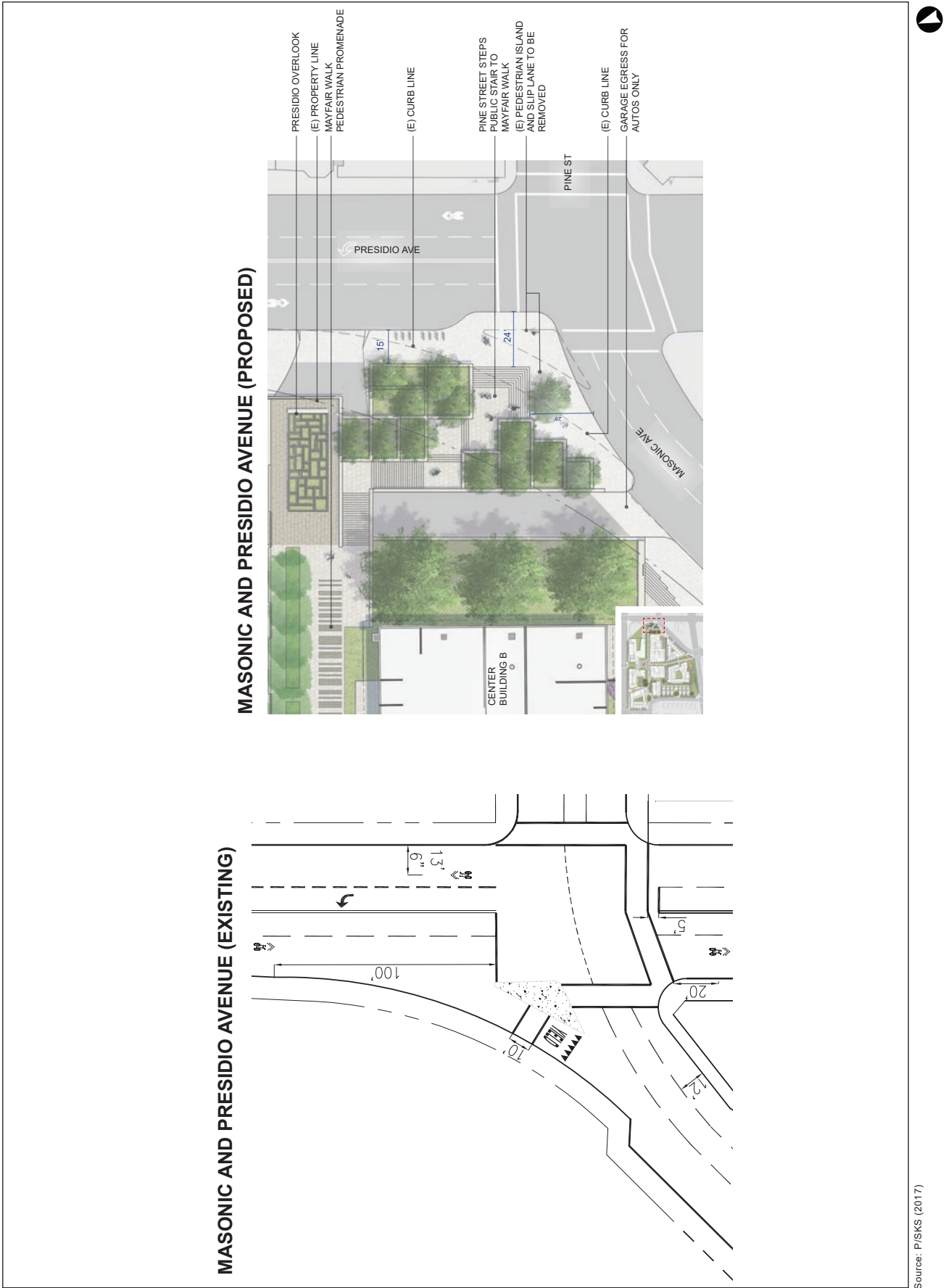
The proposed project would include an encroachment at the eastern property boundary along Presidio Avenue, immediately north of the intersection with Pine Street and Masonic Avenue, to accommodate streetscape improvements. The proposed project would reconfigure the curb line in this area to regularize the property's frontage on Presidio Avenue. These proposed modifications to the eastern edge of the property would be combined with the removal of the triangular-shaped pedestrian island and the right-most travel lane for southbound traffic on Presidio Avenue merging onto Masonic Avenue, the construction of a corner bulb-out on the west side of the Masonic Avenue/Presidio Avenue/Pine Street intersection, the installation of a continental crosswalk crossing Presidio Avenue (to Pine Street), and the widening of the Presidio Avenue sidewalk (from 10 to 15 feet). These streetscape changes would result in an approximately 2,170-square-foot space that would be integrated with the proposed Pine Street Steps and Plaza. See Figure 28a: Existing Streetscape and Proposed Streetscape Changes – Presidio Avenue.

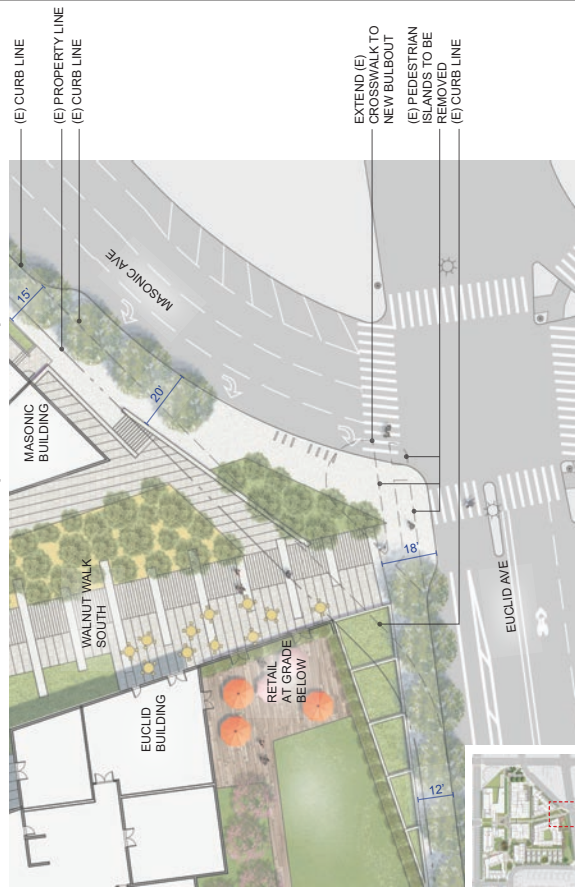
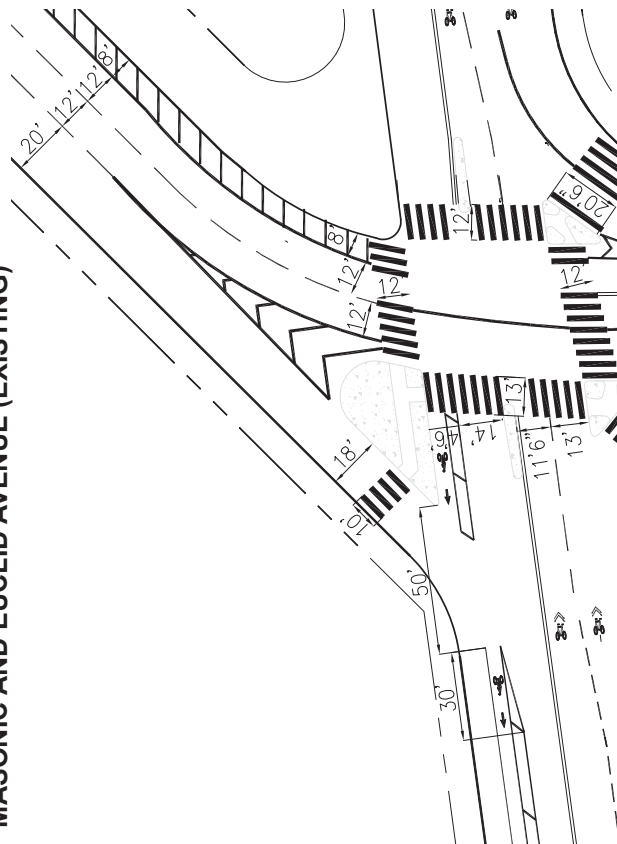
### ***Masonic Avenue and Euclid Avenue***

The proposed project would also reconfigure the west curb line on Masonic Avenue at its intersection with Euclid Avenue (see Figure 28b: Existing Streetscape and Proposed Streetscape Changes – Masonic Avenue). The proposed project would remove the triangular-shaped pedestrian island and right-most travel lane for southbound traffic on Masonic Avenue merging onto Euclid Avenue to regularize the intersection of Masonic and Euclid avenues by eliminating the slip lane. The existing triangular-shaped pedestrian island would be incorporated into an approximately 4,000-square-foot open space (the proposed Corner Plaza) that would be integrated with the southern end of the proposed Walnut Walk. This open space would be activated by the proposed retail use in the adjacent Euclid Building, and the residential lobby and amenity spaces in the adjacent Masonic and Euclid buildings.

### ***Laurel Street and Mayfair Drive***

The proposed project would add a corner bulb-out at the northeast corner of Laurel Street/Mayfair Drive and an eastside crosswalk at the three-way intersection (crossing Mayfair Drive). The redesigned intersection would be an approximately 650-square-foot space that would highlight the primary east-west pedestrian access to the site – the proposed Mayfair Walk.





Source: P/SKS (2017)

### ***Other Improvements***

Streetscape changes would also include proposed sidewalk widening along Masonic Avenue (from 10 to 15 feet), along Euclid Avenue (from 10.5 to 12 feet), and along Laurel Street (from 10 to 12 feet); and proposed corner bulb-outs at the southwest corner of the California Street/Laurel Street intersection, at the southwest and southeast corners of the California Street/Walnut Street intersection, and at the northeast corner of the Laurel Street/Euclid Avenue intersection.

### **Proposed Open Space and Landscaping**

#### ***Open Space***

The proposed project would retain approximately 53 percent of the overall lot area (approximately 236,000 square feet – excluding green roofs) as open area with portions to be developed with a combination of common open space (some of which would be open to the public) and private open space (see Table 4: Proposed Open Space and Figure 29: Proposed Open Space, p. 68). The proposed project would include new landscaped open space throughout the project site as follows:

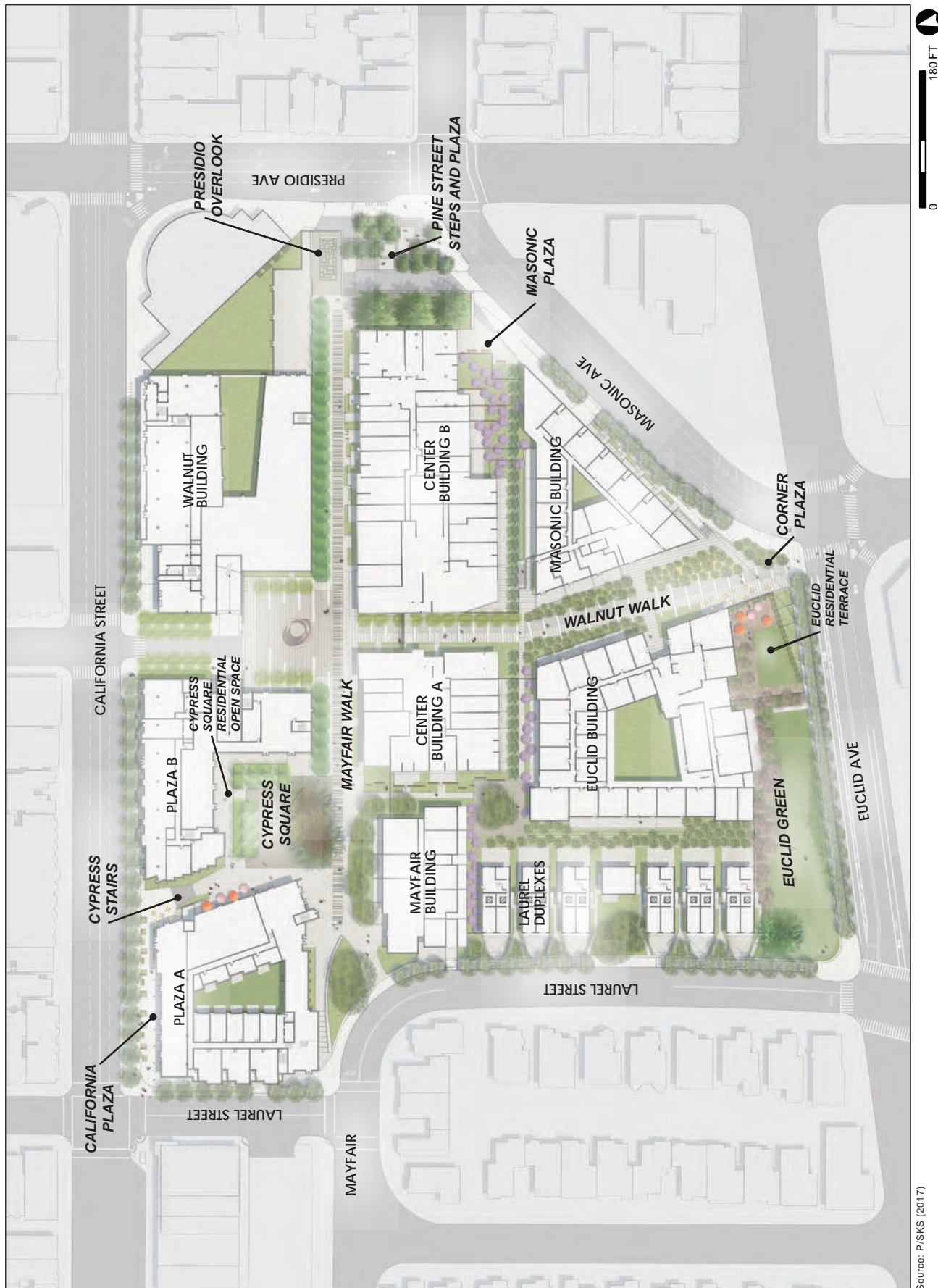
- California Plaza (approximately 3,300 square feet) within the setback of the proposed Plaza A Building along California Street, extending east from the Laurel Street/California Street intersection to the proposed Cypress Stairs
- Cypress Square (between the Plaza A and B buildings) and the western portion of the proposed east-west Mayfair Walk (approximately 28,150 square feet), accessed from the Cypress Stairs between the Plaza A and B buildings, Mayfair Walk, and Walnut Walk; the Cypress Square residential open space would be an approximately 1,570-square-foot private open space adjacent to Cypress Square and would serve the Plaza B Building
- Presidio Overlook (approximately 3,800 square feet) at the eastern terminus of Mayfair Walk, accessed from Mayfair Walk or the Pine Street Steps and Plaza
- Masonic Plaza (approximately 3,000 square feet), between Center Building B and the Masonic Building along Masonic Avenue
- Walnut Walk (north-south) to Masonic and Euclid avenues at Corner Plaza (approximately 16,760 square feet, excluding the Walnut Street Extension, roundabout and walkway between Center Building A and Center Building B)
- Euclid Green (approximately 18,760 square feet), extending from the intersection of Euclid Avenue and Laurel Street at the southwest corner of the site toward the corner of Masonic and Euclid avenues, and
- Other open spaces including, but not limited to, the Cypress Stairs, the eastern portion of the proposed east-west Mayfair Walk, and the Pine Street Steps and Plaza

**Table 4: Proposed Open Space**

Open Space	Approximate Size (Square Feet)	Location
<b>Common Open Space</b> <sup>NOTE A</sup>		
California Plaza	3,300	Within the setback of the proposed Plaza A Building along California Street, extending east from the Laurel Street/California Street intersection to the proposed Cypress Stairs
Cypress Square and western Mayfair Walk	28,150	Between the Plaza A and B buildings and the portion of the east-west walkway between the Plaza B Building and Laurel Street
Walnut Walk	16,760	The portion of the north-south walkway between Center Buildings A and B to Masonic and Euclid avenues at Corner Plaza
Euclid Green	18,760	Extending from the intersection of Euclid Avenue and Laurel Street at the southwest corner of the site toward the corner of Masonic and Euclid avenues
Presidio Overlook	3,800	At the eastern terminus of Mayfair Walk, accessed from Mayfair Walk or the Pine Street Steps and Plaza
Cypress Stairs	32,230	Between the Plaza A and B buildings
Walnut Extension and Roundabout		Between Plaza B and Walnut buildings
Eastern Mayfair Walk		between Center Building B and the Walnut Building east of Walnut Extension and Roundabout
Pine Street Steps and Plaza		On east side of Walnut Building and Center Building B near intersection of Masonic and Presidio avenues
Masonic Plaza		Between Center Building B and the Masonic Building along Masonic Avenue
<i>Subtotal</i>	<i>103,000</i>	
<b>Private Open Space</b> <sup>NOTE B</sup>		
Ground-level terraces, interior courtyards and private internal walkways	85,000	Throughout project site including the Cypress Square residential open space and the Euclid Residential Terrace
<i>Notes:</i> <b>A</b> A portion of the common open space would be open to the public. <b>B</b> The private open space does not include rooftop decks.		

Source: Laurel Heights Partners, LLC, 2017





**3333 CALIFORNIA STREET MIXED-USE PROJECT**

2015-014028ENV

**FIGURE 29: PROPOSED OPEN SPACE**

Overall, the proposed project would provide approximately 103,000 square feet of common useable open area that meets the Planning Code section 135 definition of open space. Portions of the open spaces described and illustrated above would be accessible to the public. There would also be approximately 85,000 square feet of private open space that does not include rooftop decks, but does include ground-level terraces, interior courtyards and private internal walkways. For example, the Euclid Residential Terrace would be an approximately 5,950-square-foot private open space adjacent to the proposed Euclid Green and would serve the Euclid Building residents.

In addition, the proposed improvements at the Presidio Avenue/Pine Street/Masonic Avenue intersection (the proposed Pine Street Steps and Plaza) and the Masonic Avenue and Euclid Avenue intersection (the proposed Corner Plaza) would be partially within the public right-of-way and would total approximately 10,000 square feet of open area. There would also be approximately 8,000 square feet of common useable open area adjacent to the Walnut Street extension and roundabout.

### ***Landscaping***

There are 210 trees on and adjacent to the project site including the 15 existing street trees along the California Street frontage. Based on the arborist report, up to ten mature trees on the site could be retained with implementation of health maintenance and tree protection measures.<sup>31</sup> Those determined to be viable would be incorporated into the proposed project and 185 onsite trees would be removed to allow for demolition, excavation, and site preparation, including 19 onsite significant trees (i.e., trees within 10 feet of the public right-of-way that meet specific height, trunk diameter, and canopy width requirements). The 15 street trees along California Street would be removed and replaced. Thus, a total of 34 protected trees on and adjacent to the project site would be removed.<sup>32</sup>

The proposed project would add approximately 92 new street trees along California Street, Masonic Avenue, Euclid Avenue, and Laurel Street. A total of 20 trees would be planted on the extension of Walnut Street into the project site; however, these do not count as street trees because the proposed Walnut Street extension would not be considered a public right-of-way. Approximately 250 new trees would also be planted within the project site along the proposed Mayfair and Walnut walks as well as within other open areas, including private and common open spaces (a net gain of 85 trees from existing conditions). The proposed project would also retain ten mature existing trees, if viable, as follows:

- The western entrance to the proposed Mayfair Walk would be punctuated by two retained mature Coast Live Oaks that range in height from 30 feet tall to 40 feet tall with tree canopies that range in width from 50 to 55 feet wide.

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<sup>31</sup> SBCA Tree Consulting, Arborist Report – Laurel Heights 3333 California St. Tree Survey Report, October 19, 2015 (amended), pp. 4-5.

<sup>32</sup> SBCA Tree Consulting, Arborist Report – Laurel Heights 3333 California St. Tree Survey Report, October 19, 2015 (amended) and Protected Tree Survey March 24, 2017 (amended).

- The proposed Cypress Square would be defined by the retention of two Cypress trees, one of which is 115 feet tall with a 65-foot-wide canopy, and the other of which is 65 feet tall with a 60-foot-wide canopy.
- At the proposed Pine Street Steps and Plaza (the eastern end of the proposed Mayfair Walk) a grove of three mature Coast Redwoods that range in height from 70 feet tall to 85 feet tall with tree canopies of 30 feet wide would be retained.
- One mature 55-foot-tall Monterey Pine with a 55-foot-wide canopy would highlight the west end of the proposed Euclid Green.
- Two mature 25- to 60-foot-tall Coast Live Oaks with 50-foot-wide canopies would highlight the midblock of Laurel Street between Mayfair Drive and Euclid Avenue.

During the construction phases of the proposed project (described below on pp. 74-78), trees that would be retained would require anchored tree protection fencing placed at the outer limit of the designated tree root protection zone with direct supervision by the project arborist for any work activities that would occur inside the designated root protection zone. In addition, the 10 trees preliminarily identified for retention would be subject to a number of tree health-related measures to improve the chances for survival, i.e., mulching, pruning, pest control, and increased attention to irrigation and nutritional supplements through laboratory analysis of soil and plant tissue.<sup>33</sup>

## **Proposed Infrastructure Systems**

### ***Water Systems***

#### Potable

The project site is served by San Francisco's water supply system. The SFPUC water supply piping under the California Street, Presidio Avenue, Euclid Avenue, and Laurel Street roadways that bound the project site consists primarily of 8-inch diameter ductile iron pipes. There is also a 20-inch-diameter water main under California Street. Water connections would be provided to the new and renovated existing buildings, with each building separately metered at the sidewalk. Domestic hot water would be provided separately at each building through natural gas domestic hot water heaters with storage. To reduce the use of potable water (drinking water) on a per-unit basis, the proposed project would provide water-efficient plumbing fixtures and appliances in new and renovated existing buildings. Low-pressure water for firefighting purposes would be provided from the three existing fire hydrants adjacent to the project site at California and Laurel streets, Masonic and Euclid avenues, and Euclid Avenue/Laurel Street. Two new fire hydrants would be located on the perimeter of the project site on the west side of Masonic Avenue – one near Pine Street and the other near Euclid Avenue. One new fire hydrant would be located near the intersection of the proposed Mayfair and Walnut walks near Center Buildings A and B. This hydrant would be connected via a new lateral under the proposed Mayfair Walk that would connect

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<sup>33</sup> SBCA Tree Consulting, Arborist Report – Laurel Heights 3333 California St. Tree Survey Report, October 19, 2015 (amended), pp. 4-5 and Preliminary Tree Investigation in Four Areas, March 14, 2017.

to the existing 8-inch-diameter water line under Laurel Street. Each of the proposed new and renovated buildings (except the Laurel Duplexes) would include wall-mounted fire connections on the primary facades on California Street, Presidio/Masonic Avenue, Euclid Avenue, and Laurel Street. In addition, fire-fighting water supply storage tanks would be located in Basement Level B3 of Center Building B because of its classification as a high-rise building.

#### Non-Potable

Each of the new buildings<sup>34</sup> would comply with San Francisco's Non-Potable Water Ordinance which requires the use of onsite "alternate water sources" of graywater (e.g., wastewater from bathtubs, showers, bathroom sinks, and clothes washing machines, but not from kitchen sinks, dishwashers or toilets), rainwater (e.g., precipitation collected from roofs and other above-ground collection surfaces, excluding stormwater runoff), and, if demand/supply is adequate, foundation drainage water (e.g., nuisance groundwater that is pumped out to maintain a building's or facility's structural integrity) to meet that building's toilet and urinal flushing and irrigation demands. The proposed project would include the diversion and reuse of graywater and rainwater for toilet and urinal flushing and irrigation (e.g., green roofs) and cooling towers (for buildings with cooling towers). Each of the renovated and new buildings would include piping and catchment systems for the capture of graywater and rainwater and its distribution and provide space in mechanical rooms in below-grade levels for filtration/treatment systems and holding tanks totaling around 30,000-60,000 gallons at full buildout. The Mayfair Building's proposed non-potable water system would connect to the pipes and catchment systems in the Laurel Duplexes, which would be served by the centralized filtration/treatment system and holding tank located in the basement level of the Mayfair Building.

Each of these individual non-potable water systems and the looped Laurel and Mayfair system would be designed, installed, tested and operated pursuant to San Francisco Department of Public Health Rules and Regulations Regarding the Operation of Alternate Water Source Systems.<sup>35</sup> In accordance with the Non-potable Water Ordinance, the project sponsor would be required to treat the alternate water supply to water quality criteria specified by the health department and conduct monitoring to demonstrate compliance with the specified water quality criteria.

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<sup>34</sup> Only new buildings are required to comply with the Non-Potable Water Ordinance. Non-potable water systems for the Center Building A and Center Building B (the adaptively reused office building) would not need to comply with the Non-Potable Water Ordinance but would need to adhere to engineering and operation requirements consistent with those in the Non-Potable Water Ordinance.

<sup>35</sup> San Francisco Department of Public Health, Director's Rules and Regulations Regarding the Operation of Alternate Water Source Systems, August 2017, [https://www.sfdph.org/dph/files/EHSdocs/ehsWaterdocs/NonPotable/SFHC\\_12C\\_Rules.pdf](https://www.sfdph.org/dph/files/EHSdocs/ehsWaterdocs/NonPotable/SFHC_12C_Rules.pdf), accessed April 9, 2018.

### ***Wastewater and Stormwater System***

The project site is served by the City's combined sewer system. The SFPUC sewer lines under the California Street, Presidio Avenue, Euclid Avenue, and Laurel Street roadways that bound the project site are primarily vitrified clay pipes that range from 8 to 21 inches in diameter. Sewer line connections would be provided to the new and renovated existing buildings and would include the construction of an approximately 8-inch-diameter, 180-foot-long sewer line extension under Masonic Avenue to connect to the 16-inch-diameter combined sewer main under Presidio Avenue that flows east down Pine Street.<sup>36</sup> The proposed project would be subject to the stormwater management requirements set forth in San Francisco's Stormwater Management Ordinance because it would create and/or replace 5,000 square feet or more of impervious surface. The proposed project would incorporate low impact design features such as bioretention planters located upstream of storm drain catch basins (as part of the proposed streetscape changes) to promote infiltration and limit the amount of stormwater entering the combined sewer system. The proposed project would also implement rainwater harvesting as part of a sitewide landscaping program that would increase permeable/planted areas (in comparison to existing conditions), including at-grade green spaces and green roofs, reducing stormwater from entering the combined sewer system. The proposed project would also capture stormwater on site in cisterns located in the proposed California Street and Masonic garages that would range in size from 150,000 to 200,000 gallons, depending on the amount of the site (including green roofs) that would be planted and is permeable. The captured stormwater would be discharged to the combined sewer system and conveyed to the Southeast Water Pollution Control Plant. Proposed control measures would be designed to reduce the peak flow and volume for a 2-year 24-hour design storm event by at least 25 percent, as required.

### ***Electricity and Natural Gas***

Electrical and natural gas service to the project site would be provided by PG&E from 12 kilovolt distribution lines under California Street and Euclid Avenue and natural gas lines under California Street and Presidio Avenue. Connections to the PG&E grid would be provided to the new and renovated existing buildings and would include the construction of new natural gas lines under Euclid Avenue between Laurel Street and Masonic Avenue (approximately 350 feet), under Masonic Avenue between Euclid and Presidio avenues (approximately 625 feet), and under Presidio Avenue (approximately 75 feet) at the intersection of Presidio Avenue/Masonic Avenue/Pine Street. The proposed extensions would connect to PG&E's existing natural gas infrastructure under Presidio Avenue, California Street and Laurel Street to form a loop around the project site. Each building would contain an electrical room in the basement level that would receive 400/277 Volt service and contain switchboards, panelboards, and secondary transformers.

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<sup>36</sup> Chokshi, Mira, Principal Engineer, San Francisco Public Utilities Commission, e-mail correspondence with Debra Dwyer, Principal Environmental Planner, San Francisco Planning Department, March 6, 2018. City's sewer model indicated that sufficient capacity exists within the Presidio Avenue sewer line to accept wastewater flows from the project site.

The proposed project would comply with San Francisco Green Building Requirements for energy efficiency in new buildings. Energy-efficient appliances and energy-efficient lighting would be installed in the renovated buildings.

One new emergency diesel generator would be required to serve emergency power loads, fire pumps, and the elevators for Center Building B.<sup>37</sup> The new 800 kilowatt/1,000 kilovolt-ampere emergency diesel generator with a 500-gallon fuel storage tank would be located in a generator room on Basement Level B1 of the Masonic Building. In accordance with Bay Area Air Quality Management District requirements, installation, operation, and testing of the emergency diesel generator would need air quality permits, and the diesel fuel storage tank would need to be registered with the health department.

### Renewable Energy

The proposed project is required to meet the State's Title 24 and the San Francisco Green Building requirements for renewable energy, and San Francisco's Better Roof Requirements for Renewable Energy Standards. The proposed project would install roof-mounted solar photovoltaic system infrastructure on 11 of the 13 proposed buildings, except the Masonic Building and Center Building A. At least 15 percent of the roof area would include roof-mounted solar photovoltaic system infrastructure and/or roof-mounted solar thermal hot water systems that would be installed in residential and office buildings. Solar photovoltaic systems transform sunlight into electricity and would partially offset the energy demands of the associated buildings. No ground-mounted facilities are proposed.

### **Proposed Sustainability Features**

The project sponsor has committed to meeting and exceeding the requirements of the San Francisco Green Building Ordinance by achieving Leadership in Energy and Environmental Design (LEED) for Neighborhood Development certification at a minimum Gold level for the full development, targeting Platinum. To meet this goal, the project sponsor intends to pursue compliance strategies that promote increased energy efficiency, renewable energy production, and water conservation. The proposed project would incorporate smart building technologies and materials, such as living (or green) roofs, solar photovoltaic systems, and water smart landscaping. The proposed project would develop 8 percent of parking spaces with electric vehicle charging stations while other spaces would be electric vehicle ready.

The proposed project would provide a network of landscaped publicly accessible open areas and private and common open spaces planted with drought tolerant species. The project sponsor intends to preserve 10 of the 195 existing onsite trees; and would plant approximately 92 street trees along California Street, Presidio Avenue, Masonic Avenue, Euclid Avenue, and Laurel Street and

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<sup>37</sup> The existing emergency generator and related fuel storage and electrical substations in the basement levels of the existing parking garage would be removed as part of demolition activities.

approximately 270 trees (including 20 on each side of the proposed extension of Walnut Street) on the project site to replace the approximately 15 street trees and 185 onsite trees that would be removed (net gain of 85 trees).

### **Construction Schedule and Phasing**

The proposed project would be constructed in four overlapping development phases with full build-out expected to occur approximately seven years after project entitlements, if executed from start to finish of the prescribed overlapping development phases (see Figure 30: Proposed Construction Phasing Diagram). The impact analyses are based on an approximately seven-year construction duration and four-phase program that would constitute maximum development on the site; however, the project sponsor may choose to develop the proposed project or project variant over a timeframe of up to 15 years. For purposes of CEQA, an impact analysis under a seven-year timeframe is the most conservative (or worst case) analysis because it assesses continuous construction over a shorter time period (i.e., more concentrated). Under an up to 15-year construction timeframe the same development program would be implemented; however, periods of dormancy would be introduced between construction phases, and some construction activities currently assumed as concurrent would occur separately over a longer timeframe. Thus, potential physical environmental effects of the proposed project or project variant under a longer construction timeframe would be similar to, but less severe, than those under a condensed construction timeframe.

The four development phases are Phase 1 (Masonic and Euclid buildings), Phase 2 (Center Buildings A and B), Phase 3 (Plaza A, Plaza B, and Walnut buildings), and Phase 4 (Mayfair Building and Laurel Duplexes). Construction would not commence until all existing uses at the UCSF Laurel Heights Campus, including the existing child care center, have vacated. The preliminary construction schedule assumes spring 2020 as the start of construction and spring 2027 as the end of construction (see Table 5: Construction Phasing Program, p. 76).

Construction activities for the four development phases would be sequenced and would last approximately seven years with overlapping construction stages, i.e., the Phase 2 demolition stage for the adaptive reuse of the existing office building (Center Buildings A and B) would commence during the exterior work for the proposed Masonic and Euclid buildings in Phase 1. Construction-related activities would typically occur Monday through Friday, between 7 a.m. and 7 p.m., although some work is anticipated to occur on Saturdays between 7 a.m. and 3 p.m. The contractor would need to comply with the San Francisco Noise Ordinance. Nighttime construction work is not anticipated, nor is construction anticipated to occur on Sundays or major legal holidays.



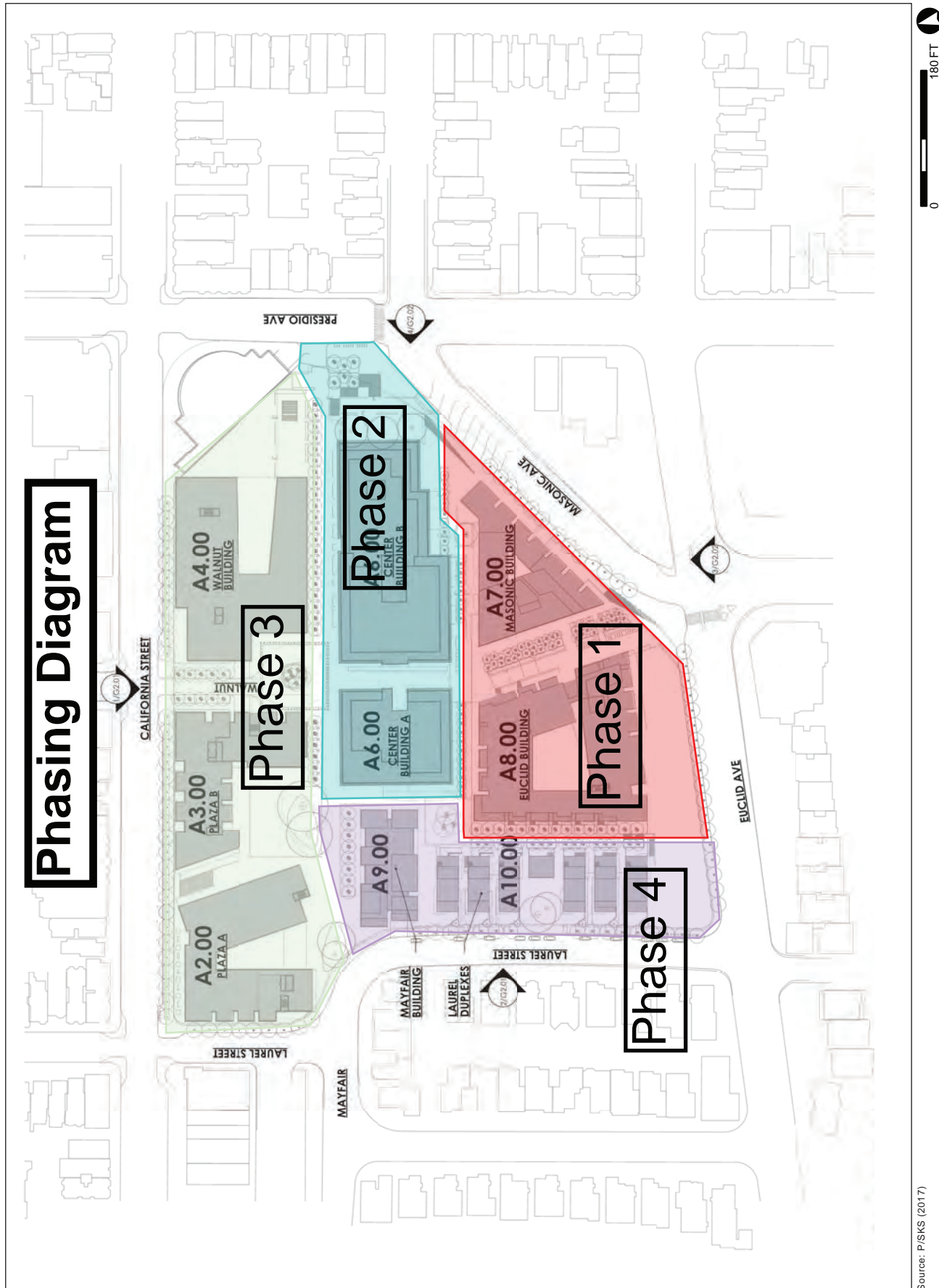


FIGURE 30: PROPOSED CONSTRUCTION PHASING DIAGRAM

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**Table 5: Construction Phasing Program**

Phase	Building(s)	Proposed Construction					
		Residential (gsf / units)	Retail (gsf)	Office (gsf)	Child Care (gsf)	Parking (gsf)	Total (gsf)
Phase 1 (2020-2022)	Masonic and Euclid	266,251 / 196	4,287	--	--	87,977	358,515
Phase 2 (2021-2023)	Center A and Center B	322,888 / 190	--	--	--	19,258	342,146
Phase 3 (2022-2025)	Plaza A, Plaza B, Walnut	138,370 / 128	49,830	49,999	14,690	301,060	553,949
Phase 4 (2025-2027)	Mayfair and Laurel Duplexes	97,182 / 44	--	--	--	20,478	117,660
<b>TOTAL</b>		<b>824,691 / 558</b>	<b>54,117</b>	<b>49,999</b>	<b>14,690</b>	<b>428,773</b>	<b>1,372,270</b>

Source: Laurel Heights Partners, LLC and Webcor, September 2017

### ***Phase 1***

Phase 1 construction activities associated with the development of the Masonic and Euclid buildings would last approximately 30 months. Construction staging, including concrete truck staging, would occur onsite on the surface parking lots on the west side of the site closest to Laurel and California streets. Phase 1 would include the demolition of the existing annex building and the southern portion of the existing office building (including the auditorium); excavation for the parking garage and building foundations; construction of a sewer line extension under Masonic Avenue; construction of a gas line extension under Euclid, Masonic and Presidio avenues; and the construction of 266,251 gsf of residential uses (196 units), 4,287 gsf of retail uses, and 87,977 gsf of garage space totaling 358,515 gsf of new construction. These demolition activities would entail the removal of the natural gas-fired boilers, chillers, and water treatment facilities within the existing annex building. Removal would be conducted in accordance with applicable regulations including the required site mitigation plan pursuant to the Maher Ordinance (article 22A of the health code). Excavation and site grading would be conducted in accordance with the site mitigation plan, the dust control plan pursuant to construction dust control ordinance (article 22B of the health code) and the asbestos dust mitigation plan pursuant to the state Asbestos Airborne Toxic Substances Control Measure for Construction. Open space improvements would include the development of Masonic Plaza between Center Building B and the Masonic Building, the southern portion of the proposed Walnut Walk, a portion of the proposed Euclid Green, and the proposed Euclid Terrace private open space (adjacent to the eastern end of the proposed Euclid Green), as well as adjacent public right-of-way improvements along portions of Masonic and Euclid avenues. Initial occupancy would be expected to occur as allowed by the building department, which may be prior to the overall construction completion of the phase (anticipated to be the final quarter of 2022).

## ***Phase 2***

The rehabilitation and adaptive reuse of the existing office building at the center of the site under Phase 2 (Center Buildings A and B) would last 24 months, with demolition activities anticipated to commence in month 20 of Phase 1, during the exterior work on the Masonic and Euclid Buildings. Construction staging would occur on site on the surface parking lot at the northeast portion of the site closest to California Street and on the surface parking lot closest to Laurel Street. Concrete truck staging would occur on site on the internal roadway on the northwest portion of the site, on the west end of the proposed Mayfair Walk, and on the surface parking lot closest to Laurel Street. Phase 2 would include the demolition of the northern portion of the existing office building and the circular garage ramp structures; the partial demolition of the existing office building (to be separated into two structures); limited excavation; and interior renovations and seismic upgrades to adaptively reuse the existing office building as two separate residential buildings. These demolition activities would entail removing the emergency diesel generator and the two electrical substations within Basement Levels B1 and B2, respectively, and the above-ground diesel fuel storage tank located adjacent to Basement Level B2. The demolition and removal would be conducted in accordance with applicable regulations, including the required site mitigation plan pursuant to the Maher Ordinance and health department fuel storage tank closure requirements. Phase 2 development would result in the construction of 320,393 gsf of residential uses (190 units) and 23,227 gsf of garage space totaling 343,620 gsf of construction. Initial occupancy would be expected to occur as allowed by the building department, which may be prior to the overall construction completion of the phase (anticipated to be the final quarter of 2023). Logistically, portions of the Phase 3 garage construction necessary to commission Phase 2 may occur during this phase.

## ***Phase 3***

Construction of the Plaza A, Plaza B, and Walnut buildings along California Street would last approximately 36 months with demolition activities anticipated to commence on month 15 of Phase 2, during the exterior work on the Center A and B Buildings. Construction staging would occur on site on the surface parking lot closest to Laurel Street. The parking lanes along the south side of California Street and the east side of Laurel Street would be used for staging through the duration of Phase 3. Concrete truck staging would occur on site from the extension of Walnut Street and near the western terminus of the proposed Mayfair Walk. Concrete truck staging would also occur in the parking lane on the west side of Masonic Avenue (for dispatch) and the parking lane on the east side of Laurel Street. Phase 3 would include the demolition of the existing surface parking lots along California Street, excavation for the parking garage and building foundations; and construction of 138,370 gsf of residential uses (128 units), 49,830 gsf of retail uses, 49,999 gsf of office uses, 14,690 gsf of childcare space, and 301,060 gsf of garage space totaling 553,949 gsf of new construction. Open space improvements would include the development of the northern portion of Walnut Walk, Mayfair Walk, Presidio Overlook, and Pine Plaza as well as adjacent

public right-of-way improvements along California Street and Presidio Avenue. Initial occupancy would be expected to occur as allowed by the building department, which may be prior to the overall construction completion of the phase (anticipated to be the first quarter of 2026).

#### ***Phase 4***

Phase 4 construction activities associated with the development of the Mayfair Building and Laurel Duplexes would last approximately 20 months, with demolition activities anticipated to commence on month 30 of Phase 3, during the interior work on the Plaza A, Plaza B, and Walnut Buildings. Construction staging would occur within the parking lane along the east side of Laurel Street and on a portion of the parking lane on the north side of Euclid Avenue (near Laurel Street), which would be used for staging through the duration of Phase 4. Concrete truck staging would occur in the parking lane on the west side of Masonic Avenue (for dispatch) and the parking lane on the east side of Laurel Street. Phase 4 would include a limited amount of demolition; limited excavation for the parking garage and building foundations; and the construction of 97,182 gsf of residential uses (44 units) and 20,478 gsf of garage space totaling 117,660 gsf of new construction. Open space improvements would include the development of the western end of the proposed Euclid Green as well as adjacent public right-of-way improvements along Euclid Avenue and Laurel Street. Initial occupancy would be expected to occur as allowed by the building department, which may be prior to the overall construction completion of the phase (anticipated to be the second quarter of 2027).

#### ***Demolition, Excavation and Soils Disturbance***

The proposed project would result in the generation of approximately 47,000 cubic yards of demolition debris<sup>38</sup> and would involve substantial amount of soils disturbance and excavation, specifically for construction of the below-grade parking garages, building foundations, and site terracing (see Figure 31: Preliminary Excavation Plan). Approximately 274,000 square feet of the 446,479-square-foot project site would be modified as a result of the proposed project. The depths of excavation would range from 7 to 40 feet below the existing grade (including the elevators and automobile stacker pits) with a total of approximately 241,300 net cubic yards of excavated soils generated during the approximately seven-year construction period. Thus, approximately 288,300 cubic yards of demolition debris and excavated soils would be removed for the project site.<sup>39</sup>

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<sup>38</sup> Denney, Brad, Vice President, Webcor, e-mail correspondence with Peter Mye, SWCA, about details of demolition and excavation totals, October 23, 2017.

<sup>39</sup> Approximately 3,700 cubic yards of excavated soils would be reused on the project site as fill.



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**FIGURE 31: PRELIMINARY EXCAVATION PLAN**

According to Langan Treadwell Rollo's 2014 *Preliminary Geotechnical Investigation*<sup>40</sup>, the project site is blanketed by fill extending between 3 to 10 feet below ground surface. The fill consists of loose to medium dense sand and gravel, and medium stiff to stiff clay, sandy clay, and clayey silt with wood and brick fragments. It is underlain by layers of stiff to very stiff clay and medium dense to dense sand and clayey sand to depths of approximately 7 to 31 feet below ground surface. Bedrock, consisting of sandstone and serpentinite, was encountered below the clay and sand deposits. Bedrock is relatively shallow, 7 to 17 feet below ground surface, at the southern and eastern portion of the site, and is relatively deep, at approximately 31 feet below ground surface, at the northwest end of the site. Pile driving is not proposed; however, rock fragmentation using earth moving equipment, such as loaders, heavy-duty backhoes, hoe-rams, dozers equipped with rippers, and jack hammers, would be expected.

Serpentinite contains naturally occurring asbestos and underlies a portion of the project site. Therefore, an asbestos dust mitigation plan and site mitigation plan would need to be prepared prior to any excavation. Bedrock handling and disposal would be performed in accordance with the asbestos dust mitigation plan and the site mitigation plan.<sup>41</sup> Excavated soils would be tested for the presence of contaminants in accordance with the site mitigation plan to minimize the amount of off-haul soils requiring disposal at regional landfills. Any soils determined to be qualified for use as fill would be stockpiled on site and reused throughout the project site to the maximum extent feasible. If not needed for use on the project site, local demand for clean fill could be identified as part of a landfill diversion strategy in the documentation required for determining compliance with the Construction Demolition and Debris Recovery Ordinance.

Groundwater levels encountered in borings drilled at the site were generally between 18 and 39 feet below ground surface. Based on a 40-foot-deep maximum depth of excavation the bottom of the proposed excavation is expected to be below the groundwater level. Furthermore, groundwater or perched water could be encountered during the drilling of soldier pile foundations; therefore, dewatering may be needed.<sup>42</sup>

The proposed new buildings would be supported on continuous and/or individual foundations bearing on native stiff to very stiff clay, medium dense sand, or bedrock.<sup>43</sup> The perimeter walls of new buildings adjacent to the existing parking garage may need to be supported on drilled piers that gain support in the bedrock below the elevation of the bottom of the existing parking garage. Foundation work would not be required to support the proposed addition of up to a maximum of two residential floors to the adaptively reused Center Buildings A and B; however, where shear

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<sup>40</sup> Langan Treadwell Rollo, *Preliminary Geotechnical Investigation*, 3333 California Street, San Francisco, December 3, 2014 (hereinafter referred to as "Geotechnical Investigation").

<sup>41</sup> Geotechnical Investigation, pp. 5 and 12.

<sup>42</sup> Geotechnical Investigation, pp. 5, 9, and 11.

<sup>43</sup> Geotechnical Investigation, pp. 13-22.

walls terminate at the foundation level, new or expanded footings would be required for the improved seismic systems for Center Buildings A and B.

As described above, streetscape, landscaping, and open space improvements would occur in tandem as the respective phases are developed. All construction materials storage would occur on the project site. No offsite staging areas would be needed. The number of construction workers on the site would vary from 75 to 175 depending on the stage of construction, i.e. Phase 1, Phase 2) and the types of construction activities (e.g., demolition, excavation, foundation work) being undertaken concurrently. Some construction worker parking would be provided on the project site; however, during Phase 1, the Phase 3 and 4 overlap, and Phase 4, offsite parking (with shuttle service to the project site) would be located within a mile of the project site. The construction cost estimate is approximately \$400 million.

## **WALNUT BUILDING VARIANT**

The project sponsor is considering a variant to a portion of the proposed project, referred to as the Walnut Building Variant (project variant). The project variant would allow for the development of 744 dwelling units on the project site; an increase of 186 dwelling units over the number in the proposed project. Under the project variant, the 49,999 gsf of office space in the proposed Walnut Building would instead be developed for housing. The proposed Walnut Building would have a total of 368,170 gsf with 153,920 gsf of residential uses, 18,800 gsf of retail uses, a 14,650-gsf childcare use, and an 180,800-gsf below-grade parking garage with 253 parking spaces (76 more than under the proposed project). See Table 6: Characteristics of Proposed Buildings on the Project Site under the Project Variant. The overall height of the proposed Walnut Building under the project variant would be approximately 67 feet (compared to 45 feet with the proposed project) and 5 levels over Basement Level B1 (compared to two levels with the proposed project). In addition, the shape of the proposed Walnut Building under the project variant would differ from that under the proposed project. For example, rather than being a U-shaped building open to the east the proposed structure would be rectangular in shape with two interior courtyards. See Figure 32: Project Variant Site Plan and Figure 33: Proposed Walnut Building Elevations and Sections for Project Variant. The height of Level 1 in the project variant would remain the same as that for the proposed project (approximately 15 feet).

Under the project variant, there would be less space devoted to retail uses in the Walnut Building, 5,524 gsf less than in the proposed project. There would be 6,360 gsf more space devoted to mechanical and storage uses in the California Street Garage than in the proposed project. A portion of the parking on Basement Level B3 for the residential use in the Walnut Building would be provided in mechanical stackers. The mechanical stacker system would be a multicar, independently accessed system that residents would use to retrieve and return their own vehicles (i.e., they would be able to operate the system without assistance from a valet).



**Table 6: Characteristics of Proposed Buildings on the Project Site under the Project Variant**

Building Characteristics (same as or <i>different</i> than proposed project)	Center Bldg. A (same)	Center Bldg. B (same)	Plaza A Building (same)	Plaza B Building (same)	Walnut Building (different)	Masonic Building (same)	Euclid Building (same)	Laurel Duplexes (same)	Mayfair Building (same)	Total (different)
Location	Center of Site (Office Bldg. Renovation)		California Street (New Construction)			Presidio/Masonic/Euclid (New Construction)		Laurel Street (New Construction)		
<b>Building Height</b>	80 ft.	80 – 92 ft.	45 ft.	45 ft.	67 ft.	40 ft.	40 ft.	37 - 40 ft.	40 ft.	--
<b>Number of Stories</b>	6	6 - 7	4	4	6	4 - 6	4 - 6	4	4	--
<b>Use (gsf)</b>	<b>89,465</b>	<b>252,681</b>	<b>144,878</b>	<b>145,618</b>	<b>368,170</b>	<b>124,892</b>	<b>233,623</b>	<b>58,839</b>	<b>58,821</b>	<b>1,476,987</b>
Residential	89,465	233,423	66,150	72,220	153,920	88,906	177,345	54,111	43,071	978,611
Retail	0	0	14,178	11,328	18,800	0	4,287	0	0	48,593
Child Care	0	0	0	0	14,650	0	0	0	0	14,650
Parking	0	19,258	64,550	62,070	180,800	35,986	51,991	4,728	15,750	435,133
<b>Dwelling Units</b>	<b>51</b>	<b>139</b>	<b>67</b>	<b>61</b>	<b>186</b>	<b>61</b>	<b>135</b>	<b>14</b>	<b>30</b>	<b>744</b>
Studio+1 bedroom	24	50	40	30	185	27	50	0	14	420
2 bedroom	11	51	23	25	1	24	54	1	6	196
3 bedroom	10	29	4	6	0	10	31	1	10	101
4 bedroom	6	9	0	0	0	0	0	12	0	27
<b>Vehicle Parking Spaces</b>	<b>51</b> <sup>Note A</sup>	<b>139</b> <sup>Note A</sup>	<b>180</b> <sup>Note B</sup>	<b>95</b>	<b>253</b>	<b>61</b>	<b>148</b>	<b>14</b> <sup>Note C</sup>	<b>30</b>	<b>971</b> <sup>Note D</sup>
Residential	51	139	67	61	186	61	135	14	30	754 <sup>Note B</sup>
Retail	0	0	43	34	38	0	13	0	0	128
Commercial	0	0	60	0	0	0	0	0	0	60
Child Care	0	0	0	0	29	0	0	0	0	29
<b>Bicycle Parking Spaces</b> <sup>Note E</sup>	<b>56</b>	<b>153</b>	<b>96</b>	<b>77</b>	<b>237</b>	<b>67</b>	<b>156</b>	<b>15</b>	<b>33</b>	<b>890</b>
Residential Class 1/Class 2	51 / 5	139 / 14	67 / 7	61 / 6	186 / 19	61 / 6	135 / 14	14 / 1	30 / 3	744 / 75
Retail Class 1 <sup>Note F</sup> /Class 2	0	0	10 / 12	0 / 10	4 / 8	0	0 / 7	0	0	14 / 37
Child Care Class 1/Class 2	0	0	0	0	10 / 10	0	0	0	0	10 / 10

*Notes:*

**A** Parking for Center Buildings A and B would be provided in Basement Levels B1 and B3 under Center Building B (32 spaces), in Basement Level B1 of the proposed California Street Garage (106 spaces), and in Basement Level B1 of the proposed Masonic Garage (52 spaces).

**B** Includes the 10 car-share spaces.

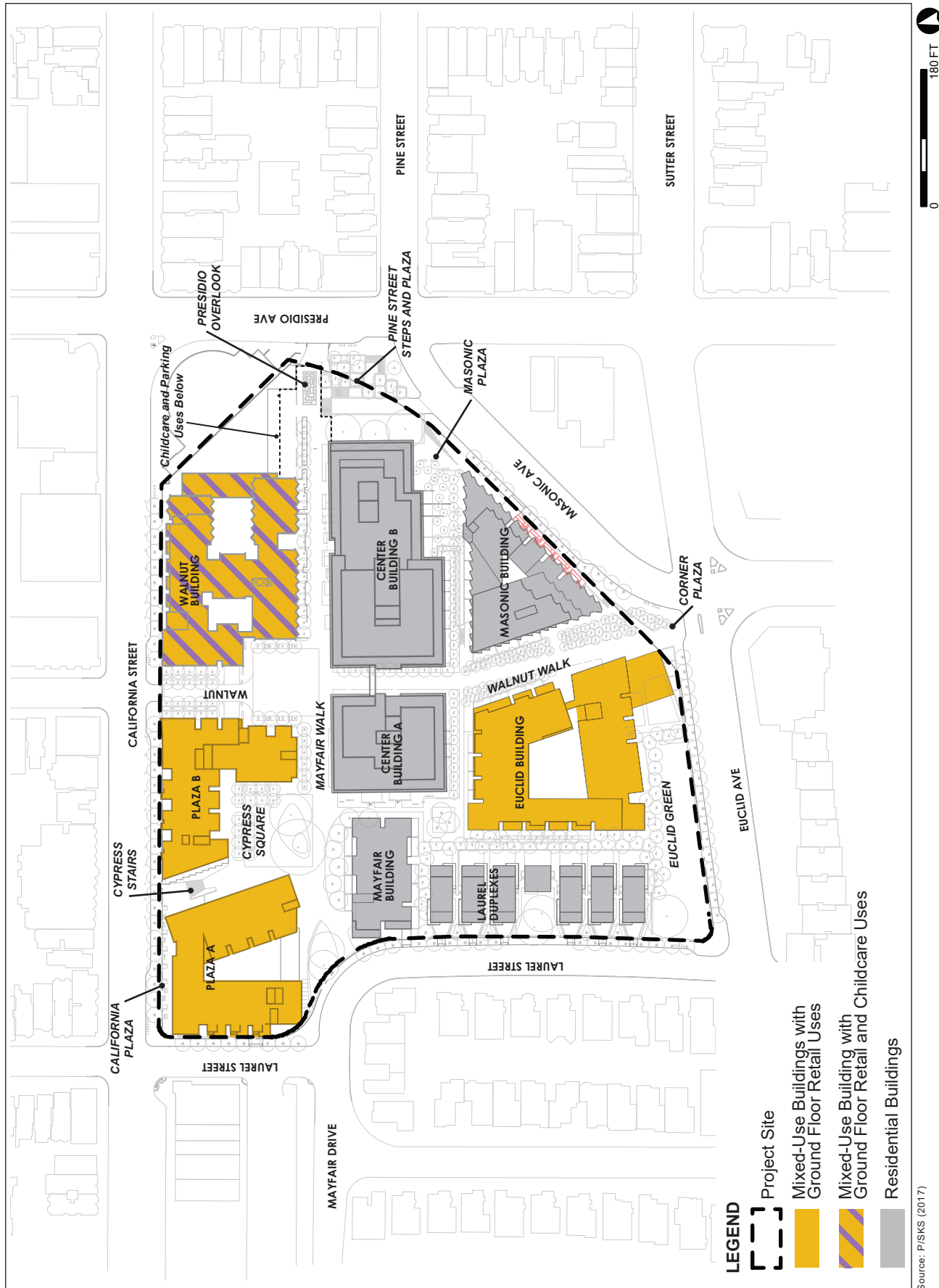
**C** The two parking spaces for the Laurel Duplex without a private parking garage would be located within the proposed Masonic Garage.

**D** Includes the 10 car-share spaces and 26 Americans with Disabilities Act accessible spaces. Pursuant to San Francisco Green Building Code sections 4.106.4 and 5.106.5 up to 8 percent of parking spaces would be developed with electric vehicle charging stations and other spaces would be electric vehicle ready.

**E** Residential class 1 spaces would be located within storage rooms in the proposed buildings. Class 2 spaces would be located along adjacent sidewalks near proposed retail and residential entrances.

**F** Retail class 1 spaces would be located in two separate storage rooms in Basement Level B1 – one under the Plaza B Building and one under the Walnut Building.

Source: Laurel Heights Partners, LLC; BAR Architects; Solomon Cordwell Buenz; and Jensen Architects (August 2017)

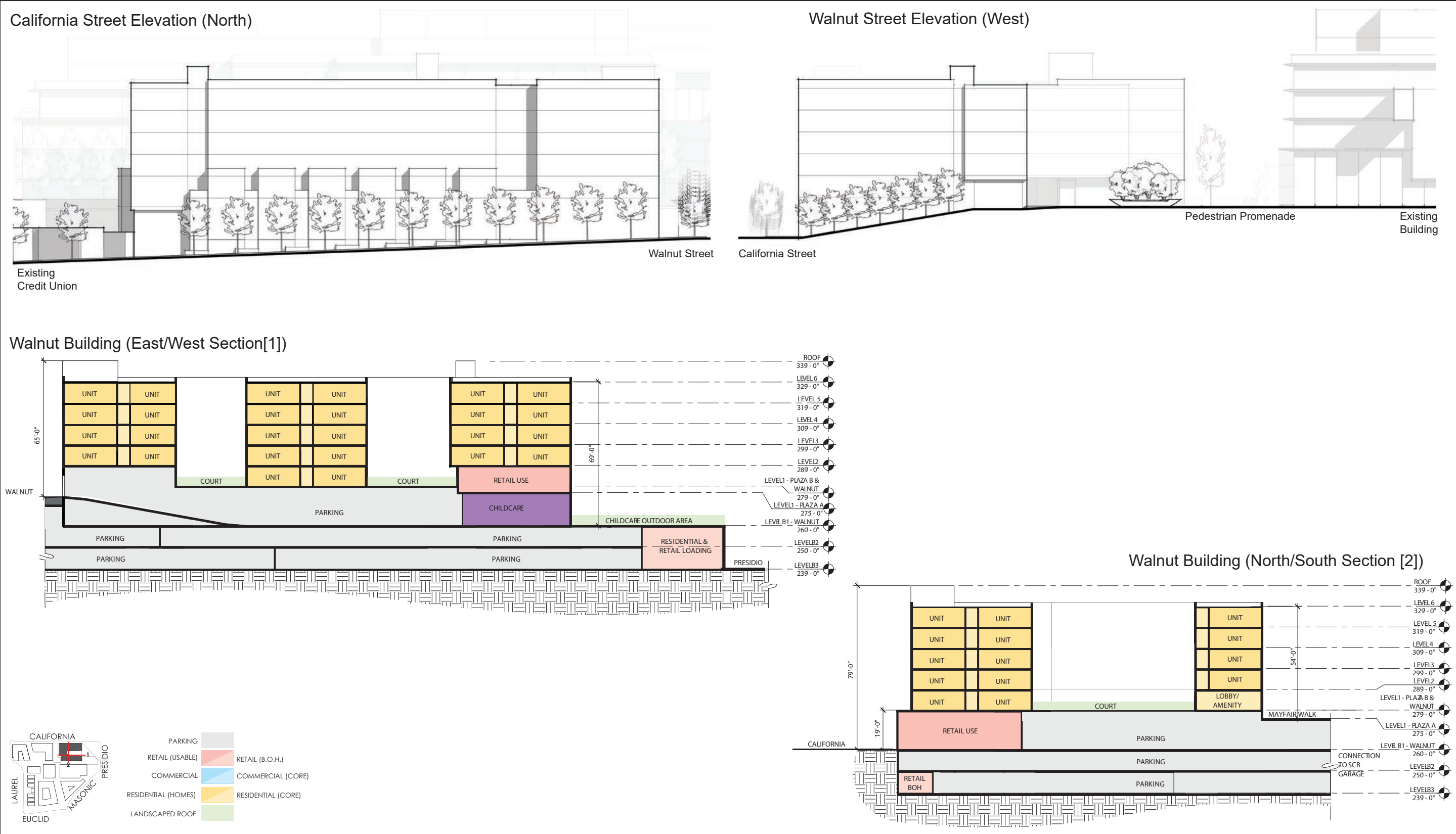


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**FIGURE 32: PROJECT VARIANT SITE PLAN**

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### 3333 CALIFORNIA STREET MIXED USE PROJECT

FIGURE 33: PROPOSED WALNUT BUILDING ELEVATIONS AND SECTIONS FOR PROJECT VARIANT

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Overall, 1,476,987 gsf of new and rehabilitated space, comprising 978,611 gsf of residential floor area; 48,593 gsf of ground floor retail spaces; and 14,650 gsf of childcare center space would be developed under the project variant. Up to 971 vehicle parking spaces, including ten car-share spaces, would be provided in multiple garages with up to three subterranean levels totaling 435,133 gsf. Approximately 236,000 square feet of the project site would be retained as open area, including the development of common and private open space throughout the site, the same open space and public access program that would be provided with the proposed project.

Under the project variant the footprints of the other proposed new buildings would not change and the design program would be similar to the one for the proposed project. The preliminary construction phasing plan would also be applicable to the project variant, described in detail on pp. 74-78, with the exception of Phase 3. Under the project variant, Phase 3 would include the development of 153,920 gsf of residential uses (186 units), substituting for 49,999 gsf of office space and 5,524 gsf of retail space in the Walnut Building. Under the project variant, Phase 3 garage space would increase by 6,360 gsf (from 301,060 gsf for the proposed project to 307,420 gsf).

## **REQUIRED APPROVALS**

Implementation of the proposed project or project variant would require changes to existing development controls for the project site through planning code, and zoning map amendments including permitted uses and height and bulk. The project sponsor would seek to create a new Special Use District (SUD) and to modify or waive the requirements of Resolution 4109, which would require a recommendation by the Planning Commission and approval by the Board of Supervisors. The project sponsor would also seek approval of a Conditional Use authorization/Planned Unit Development to permit development of buildings with heights in excess of 50 feet and provide for minor deviations from the provisions for measurement of height, to allow for more residential units than principally permitted in the RM-1 Zoning District, to allow certain planning code exceptions to open space, dwelling unit exposure, rear yard setback requirements, and to allow for commercial uses necessary to serve residents of the immediate vicinity of the RM-1 Zoning District. It is anticipated that the City and the project sponsor would enter into a Development Agreement (which requires approval by the Planning Commission and Board of Supervisors) that, among other terms, could formalize the amount of affordable housing developed as part of the proposed project or project variant, formalize the amount and maintenance of privately owned, common usable open space, and limit the City's ability to rezone the site for a set period of time.

The following is a preliminary list of San Francisco agencies' anticipated approvals for the proposed project and the project variant and is subject to change. These approvals may be reviewed in conjunction with the required environmental review, but may not be granted until after the required environmental review is completed.

### **Actions by the City Planning Commission**

- Certification of Environmental Impact Report (EIR) and adoption of findings under CEQA
- Adoption of Findings of Consistency with the general plan and priority policies of Planning Code section 101.1
- Recommendation to Board of Supervisors to approve planning code and zoning map amendments, approve the Special Use District, and to modify or waive the requirements of Resolution 4109
- Conditional Use/Planned Unit Development authorization to permit development of buildings with height in excess of 50 feet and provide for minor deviations from the provisions for measurement of height, to provide exceptions to open space, dwelling unit exposure, rear yard setback requirements and to allow for commercial uses necessary to serve residents of the immediate vicinity of the RM-1 Zoning District and 40-X Height and Bulk District, and to provide for additional dwelling unit density under the project variant
- Approval of office allocation for up to 49,999 square feet (Planning Code section 321)
- Recommendation to Board of Supervisors to approve Development Agreement
- General plan referral for street vacation/dedication associated with the development of Corner Plaza at Masonic and Euclid avenues and the Pine Street Steps and Plaza at the Masonic/Pine/Presidio intersection; and for sidewalk widening
- Approval of a Transportation Demand Management Plan (Planning Code section 169)

### **Actions by the San Francisco Board of Supervisors**

- Adoption of findings under CEQA
- Adoption of Findings of Consistency with the General Plan and priority policies of Planning Code section 101.1
- Approval of planning code and zoning map amendments, including Special Use District
- Approval of Development Agreement, if applicable
- Approval of street vacation/dedication associated with the development of Corner Plaza at Masonic and Euclid avenues and the Pine Street Steps and Plaza at the Masonic/Pine/Presidio intersection
- Approval of sidewalk widening legislation
- Adoption of resolution to modify or waive Planning Commission Resolution 4109

### **Actions by Other City Departments**

- San Francisco Public Works
  - Approval of Subdivision Map
  - Public hearing and approval of permits to remove and replace street trees on California Street and to remove protected trees on the project site within 10 feet of the public right-of-way
  - Approval of permits for streetscape improvements in the public right-of-way, including new curb cuts on Masonic Avenue (two) and Laurel Street (eight)



- Approval of an encroachment permit for the proposed curb bulb-outs and associated streetscape improvements on the west side of Presidio Avenue at the intersection with Pine Street and Masonic Avenue, on the west side of Masonic Avenue at the intersection with Euclid Avenue, and on the east side of Laurel Street at the intersection with Mayfair Drive
- Approval of a street space permit from the Bureau of Street Use and Mapping if sidewalk(s) are used for construction staging and pedestrian walkways are constructed in the curb lane(s)
- Recommendation to Board of Supervisors to approve legislation for sidewalk widening
- San Francisco Municipal Transportation Agency
  - Approval of request for on-street commercial truck (yellow) and passenger (white) loading zones on Laurel Street, California Street, Masonic Avenue, and Euclid Avenue
  - Approval of a special traffic permit from the Sustainable Streets Division if sidewalk(s) are used for construction staging and pedestrian walkways are constructed in the curb lane(s)
  - Approval of construction within the public right-of-way (e.g., bulbouts and sidewalk extensions) to ensure consistency with the Better Streets Plan
  - Approval of the placement of bicycle racks on the perimeter sidewalks and within the project site
- San Francisco Department of Building Inspection
  - Review and approval of demolition, excavation, and site/building permits
  - Review and approval of construction permit for non-potable water system
  - Approval of a permit for nighttime construction if any night construction work is proposed that would result in noise greater than five dBA above ambient noise levels
  - Review and approval of plumbing plans for non-potable water reuse system per the Non-potable Water Ordinance
- San Francisco Public Utilities Commission
  - Review and approval of Erosion and Sediment Control Plan, in accordance with article 4.1 of the public works code
  - Review and approval of any changes to sewer laterals (connections to the City sewer system)
  - Review and approval of any changes to existing publicly-owned fire hydrants, water service laterals, water meters, and/or water mains
  - Review and approval of the size and location of new fire, standard, and/or irrigation water service laterals
  - Review and approval of post-construction stormwater design guidelines including a Stormwater Control Plan, in accordance with City's 2016 Stormwater Management Requirements and Design Guidelines
  - Review and approval of Landscape Plan per the Water Efficient Irrigation Ordinance

- Approval of the use of dewatering wells per article 12B of the health code (joint approval by the health department)
- Review and approval of documentation for non-potable water reuse system per the Non-potable Water Ordinance
- San Francisco Department of Public Health
  - Review and approval of Site Mitigation Plan, in accordance with San Francisco Health Code article 22A (Maher Ordinance)
  - Review and approval of a Construction Dust Control Plan, in accordance with San Francisco Health Code article 22B (Construction Dust Control Ordinance)
  - Approval of the use of dewatering wells per article 12B of the health code (joint approval by the San Francisco Public Utilities Commission)
  - Review and approval of design and engineering plans for non-potable water reuse system and testing prior to issuance of Permit to Operate

#### **Actions by Other Government Agencies**

- Bay Area Air Quality Management District
  - Approval of any necessary air quality permits for installation, operation, and testing (e.g., Authority to Construct/Permit to Operate) for individual air pollution sources, such as boilers and emergency standby diesel generator
  - Approval of Asbestos Dust Mitigation Plan for construction and grading operations

## **B. PROJECT SETTING**

### **EXISTING SETTING**

The project site is located on Lot 003 of Assessor's Block 1032 at 3333 California Street in the Laurel Heights/Jordan Park area of San Francisco's Presidio Heights neighborhood. The 10.25-acre site is adjacent to the Pacific Heights and Western Addition<sup>44</sup> neighborhoods (to the east) and just north of the Anza Vista area of the Inner Richmond neighborhood (see Figure 1, p. 3). The project site is occupied by the UCSF Laurel Heights Campus and contains two buildings (the existing office and annex buildings), parking (surface and underground) and roadways, and landscaped areas. The two-story building that houses the SF Fire Credit Union, at the southwest corner of California Street and Presidio Avenue, is not part of the project site.

The irregularly shaped 446,490-square-foot lot is bounded by California Street to the north (an approximately 730-foot-long frontage), Presidio Avenue to the east (an approximately 280-foot-long frontage), Masonic Avenue to southeast (an approximately 422-foot-long frontage), Euclid Avenue to the south (an approximately 348-foot-long frontage), and Laurel Street/Mayfair Drive to the west (an approximately 742-foot-long frontage). The project site's topography exhibits a generally southwest-to-northeast-trending downslope, with its high point of 308 feet at the

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<sup>44</sup> This portion of the Western Addition neighborhood is also referred to as Lower Pacific Heights.

southwest corner (Euclid Avenue and Laurel Street). The site slopes downward to the north and east toward California Street and Presidio Avenue with a grade change of approximately 65 feet. The average slope gradient on the site is approximately 20 percent. However, the slope gradient varies from 5 to 15 percent on the northern portion of the site to greater than 20 percent on its southern portion.

The roadway network surrounding the project site has a generally north-south and east-west grid orientation (see Figure 2, p. 4). Adjacent to the project site, California Street has an approximately 85-foot-wide public right-of-way with sidewalks on both sides of the street, Presidio Avenue has an approximately 70-foot-wide public right-of-way with sidewalks on both sides of the street and a class III bicycle facility<sup>45</sup> with sharrows, Masonic Avenue has an approximately 72-foot-wide public right-of-way with sidewalks on both sides of the street, Euclid Avenue has an approximately 80-foot-wide public right-of-way with sidewalks and bicycle lanes on each side of the street, and Laurel Street has an approximately 60-foot-wide public right-of-way<sup>46</sup> with sidewalks on both sides of the street.

### **Land Uses in the Project Vicinity**

Residential uses occupy most lots on surrounding blocks to the north, south, east, and west across California Street, Presidio Avenue, Euclid Avenue, and Laurel Street and range from single-story single-family homes to four-story multi-family residential buildings. To the north across California Street are four-story multi-family residential buildings, some of which are senior housing; to the east across Presidio Avenue are two-story multi-family residential buildings; to the south across Euclid Avenue are two- to four-story multi-family residential buildings; and to the west across Laurel Street single-family homes predominate. The single- and multi-family residential uses across Presidio Avenue are constructed in architectural styles typical for the late 19<sup>th</sup> or early 20<sup>th</sup> centuries, while those across California Street, Euclid Avenue, and Laurel Street were constructed after the Second World War. Commercial, retail, public, and institutional uses are intermixed with the low- to mid-rise residential uses. Building heights vary but most are approximately 15 to 45 feet in height, with a few exceptions such as the approximately 65-foot-tall Jewish Community Center of San Francisco (JCCSF) at 3200 California Street, at the northwest corner of California Street and Presidio Avenue.

The majority of the commercial and retail activity is located to the north and west along California and Sacramento streets and includes medical office uses associated with the California Pacific Medical Center (CPMC). The two-block-long Laurel Village commercial corridor, on the south side of California Street and immediately west of the project site across Laurel Street, is comprised of one- and two-story retail spaces fronting California Street served by a surface parking lot at its rear. Services include banking, restaurant, deli, clothing, grocery, and other specialty shops. The

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<sup>45</sup> Class III bikeways are signed bike routes.

<sup>46</sup> Narrows to a 54-foot-wide public right-of-way at the Mayfair Drive transition.

Sacramento Street commercial corridor, one block north of the project site, is a shopping area comprised of two- and three-story buildings with specialty stores and neighborhood-serving retail at the ground floor and mostly residential uses in the upper stories. A small-scale neighborhood commercial district is located to the northeast of the project site and includes the SF Fire Credit Union parcel on the southwest corner of California Street and Presidio Avenue, the Laurel Inn at the northeast corner of California Street and Presidio Avenue, and a mixed-use building with residential use over a restaurant and hair salon at the southeast corner of California Street and Presidio Avenue. Across Euclid Avenue, south of the project site, is a Trader Joe's supermarket (about 700 feet away on Masonic Avenue) and the City Center Shopping Mall (about 1,100 feet away on the south side of Geary Boulevard).

Public and institutional uses in the project site vicinity include the JCCSF directly north across California Street and the 4.9-acre, nine-building, multiple-parcel CPMC California Campus bounded by Sacramento Street, Spruce Street, California Street, and Cherry Street to the west. The CPMC California Campus includes inpatient and outpatient services, and its most prominent building is the six-story, 91-foot-tall hospital building at 3700 California Street (0.2 mile west of the project site). Across Masonic Avenue and east of the project site is San Francisco Fire Department Station 10 and the San Francisco Fire Department Museum and Safety Learning Center. Across Euclid Avenue, south and east of the project site, are the Presidio Yard, a San Francisco Municipal Railway (Muni) bus storage depot, and the recently opened Booker T. Washington Community Center at 800 Presidio Avenue. The Presidio Yard extends from Geary Boulevard on the south to Euclid Avenue on the north and is bounded on the east and west by Presidio and Masonic avenues, respectively. The southern portion of the Presidio Yard is occupied by a bus repair building (two and three stories and approximately 45 to 50 feet in height). The northern portion of the yard, which is diagonally across Euclid Avenue from the project site, contains a paved parking lot used for bus parking and maintenance. The five-story Booker T. Washington Community Center includes community-serving uses such as a gymnasium, fitness center, space for child-care and after-school programs, and open space; administrative office uses; and residential uses.

Other uses in the vicinity of the project site include the Presidio Branch Library and Mini-Park at 3150 Sacramento Street (northeast of the project site), several daycare facilities, open spaces, churches, and medical uses. The nearby daycare facilities include the Hellen Diller Family Preschool at the JCCSF<sup>47</sup>, the Laurel Hill Nursery School and Pre-K at 401 Euclid Avenue, and the Chibi Chan Preschool at the Booker T. Washington Community Center at 800 Presidio Avenue.<sup>48</sup> The nearby open spaces include Laurel Hill Playground, near the intersection of Euclid Avenue and Collins Street (about one block west of the project site), and the Presidio Heights Playground,

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<sup>47</sup> Salgado, Craig, Chief Operating Officer, Jewish Community Center of San Francisco, e-mail correspondence with SWCA Environmental Consultants, October 27, 2017. The preschool serves children under the age of five and has a licensed capacity for 175. Actual enrollment may be greater as not all children are at the center at the same time.

<sup>48</sup> Information available at <http://www.jcyc.org/chibichanpreschool.htm>, accessed April 9, 2017.

near the intersection of Walnut and Laurel streets (northwest of the project site). The Bush and Broderick Mini Park, a 0.2-acre public park located on Bush Street, between Broderick and Baker streets, is located about three and a half blocks northeast of the project site. The nearby medical uses include the CPMC California Campus, UCSF Psoriasis and Skin Treatment Center (515 Spruce Street near Mayfair Drive), UCSF Medical Center and One Medical (3490 California Street), Pacific Heights Surgery Center (3000 California Street), San Francisco Endoscopy Center LLC (3468 California Street), On Lok Senior Health/Institute on Aging and Golden Gate Dialysis (2700 Geary Boulevard), and Radnet Medical Imaging (3440 California Street).

## **Existing Zoning**

The project site is located within an RM-1 Zoning District<sup>49</sup> and 40-X Height and Bulk District, which means that permitted uses are primarily residential uses and that the maximum allowable height on the site is 40 feet. Existing uses on the project site are characterized as office uses, and the existing office building is approximately 55.5 feet tall; however, the height varies due to the slope of the site. An X designation for building bulk, such as that applicable to the site, permits structures to cover the entire lot, without setbacks, up to the permitted height limit (subject to floor area ratio<sup>50</sup> and other controls). The uses and the height of the existing structures are nonconforming under the planning code.<sup>51</sup>

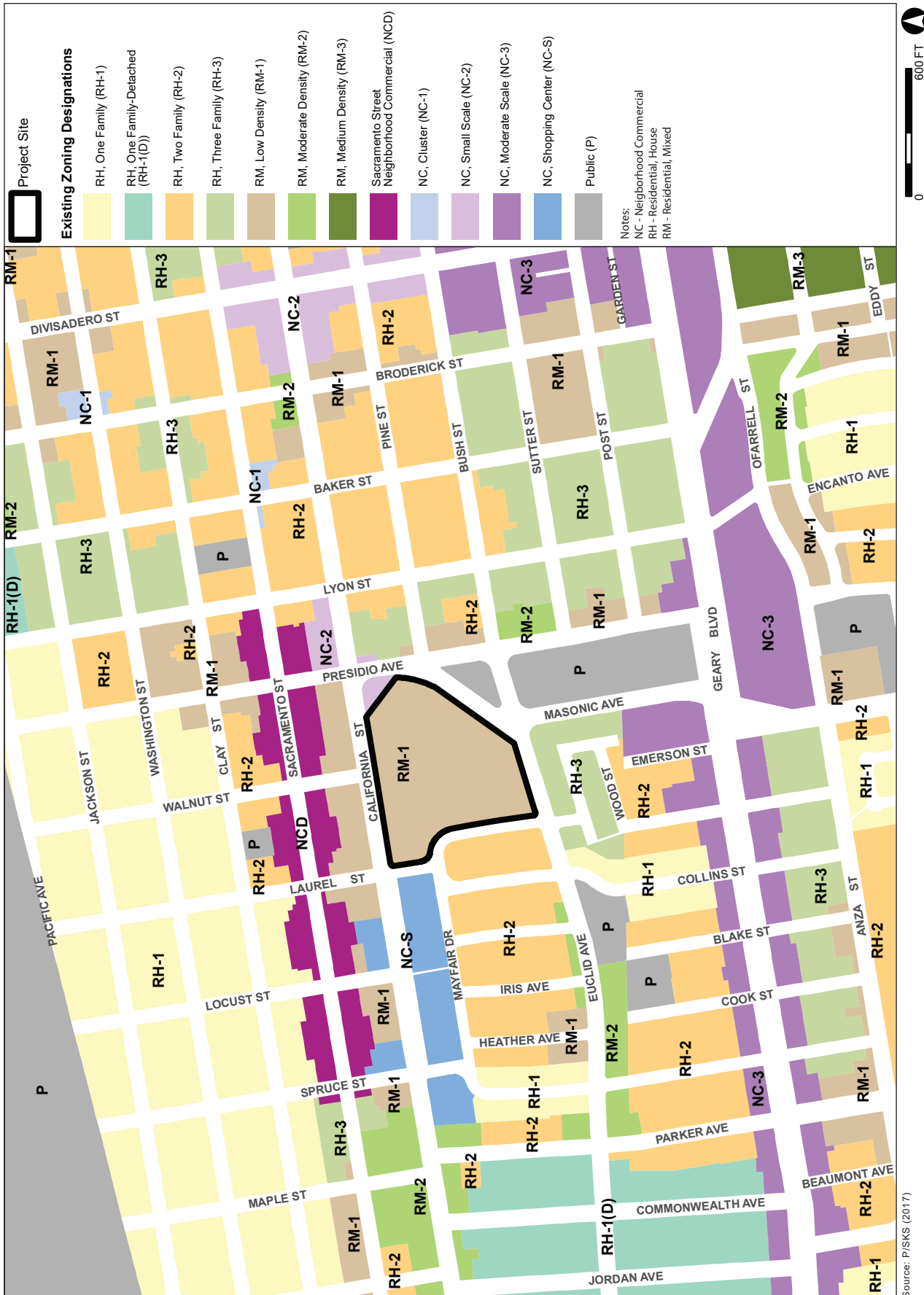
Zoning designations in the surrounding area are mainly residential (RH-1, RH-2, RH-3, and RM-1), neighborhood commercial (NCD, NC-S, NC-2, and NC-3), and institutional (P). See Figure 34: Zoning Districts. The 40-X Height and Bulk District is the predominant height and bulk district in the project vicinity; however, there are a few exceptions, such as the 65-X Height and Bulk District for the JCCSF (across California Street immediately north of the project site, the 80-E Height and Bulk District for most of the existing CPMC California Campus (to the west of the project site), and 80-D and 160-E Height and Bulk Districts for parcels at the intersection of Geary Boulevard and Masonic Avenue (to the south of the project site). See Figure 35: Height and Bulk Districts.

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<sup>49</sup> The RM-1 Zoning District is designed to accommodate a mixture of houses and apartment buildings of generally low densities and a variety of building forms and sizes. In addition to residential uses, the RM district also allows residential care facilities, child care facilities, group housing, and religious orders.

<sup>50</sup> Floor area ratio (sometimes called FAR) is the ratio of the sum of the gross floor area of all buildings on a lot to the area of the lot. The existing FAR for the UCSF Laurel Heights Campus Facility (existing office and annex buildings) is approximately 0.8.

<sup>51</sup> A nonconforming structure is a building that complied with regulations when it was constructed but, due to changes to the planning code, fails to comply with current regulations, including height restrictions. In some cases, nonconforming structures are permitted by the planning code to remain indefinitely in their nonconforming status.

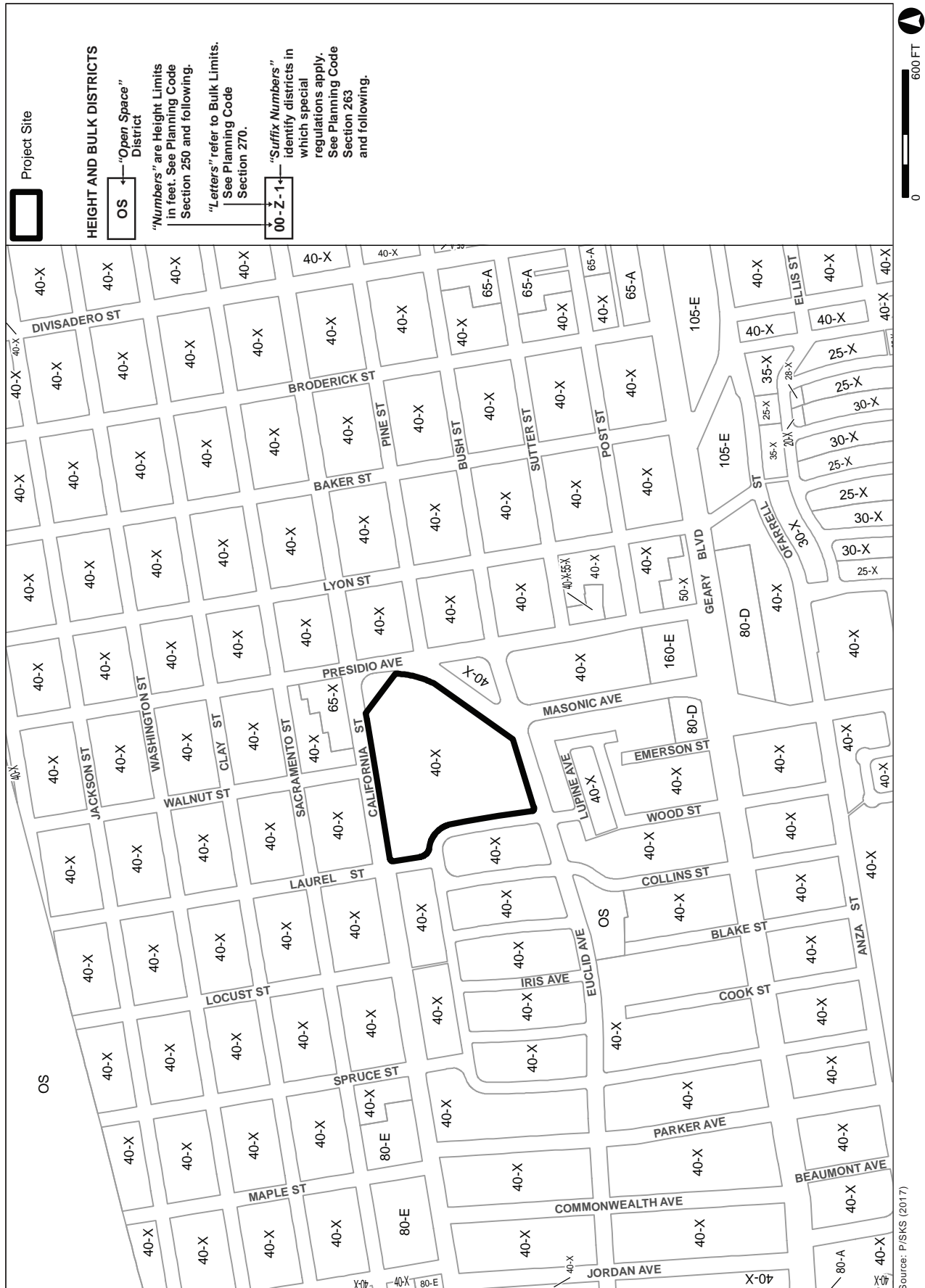


# 3333 CALIFORNIA STREET MIXED-USE PROJECT

Source: PISKS (2017)

2015-014028ENV

FIGURE 34: ZONING DISTRICTS



# 3333 CALIFORNIA STREET MIXED-USE PROJECT

2015-014028ENV

FIGURE 35: HEIGHT AND BULK DISTRICTS



## Transit Service

The project site is located adjacent to and nearby several Muni transit lines. The 1 California, the 1BX California Express,<sup>52</sup> and 2 Clement bus routes run on California Street; the 3 Jackson bus route travels along Presidio Avenue, California Street, and Walnut Street; and the 43 Masonic bus route runs on Presidio Avenue.<sup>53</sup> Outbound Muni bus stops are located at the northwest corner of California Street and Presidio Avenue for the 1 California, 1BX California Express, 2 Clement, 3 Jackson, and 43 Masonic, and at the northeast corners of California and Laurel streets for the 1 California, 1BX California Express, and 2 Clement bus routes. Inbound bus stops are located at the southwest corner of California and Laurel streets<sup>54</sup> and the southwest corner of California Street and Presidio Avenue for the 1 California, 1BX California Express, and 2 Clement bus routes; at the northeast corner of California Street and Presidio Avenue for the 3 Jackson and 43 Masonic bus routes; and at the east side of Walnut Street mid-block between California and Sacramento streets for the 3 Jackson bus route (see Figure 2, p. 4).

## CUMULATIVE SETTING

Past, present, and reasonably foreseeable future projects within a quarter-mile radius of the project site are shown on Figure 36: Cumulative Projects and described below.<sup>55</sup> These projects are either under construction or the subject of an Environmental Evaluation Application on file with the planning department.

- **3700 California Street (Case No. 2017-003559ENV):** This project encompasses the entire CPMC California Campus project site of approximately 213,753 square feet, spanning 3 blocks and 14 parcels.<sup>56</sup> The proposal is to demolish five of the seven existing structures, including the accessory off-street parking garages and lots containing 439 parking spaces.<sup>57</sup> Two existing buildings would be retained – a four-story, nine-unit residential building at 401 Cherry Street, and the three-story Marshall Hale Memorial Hospital Building at 3698 California Street, which would be adaptively reused as a 14-unit residential building – and 37 new buildings would be constructed.

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<sup>52</sup> The 1BX California Express bus route runs only during AM and PM peak hours only, and only in one direction (inbound AM and outbound PM).

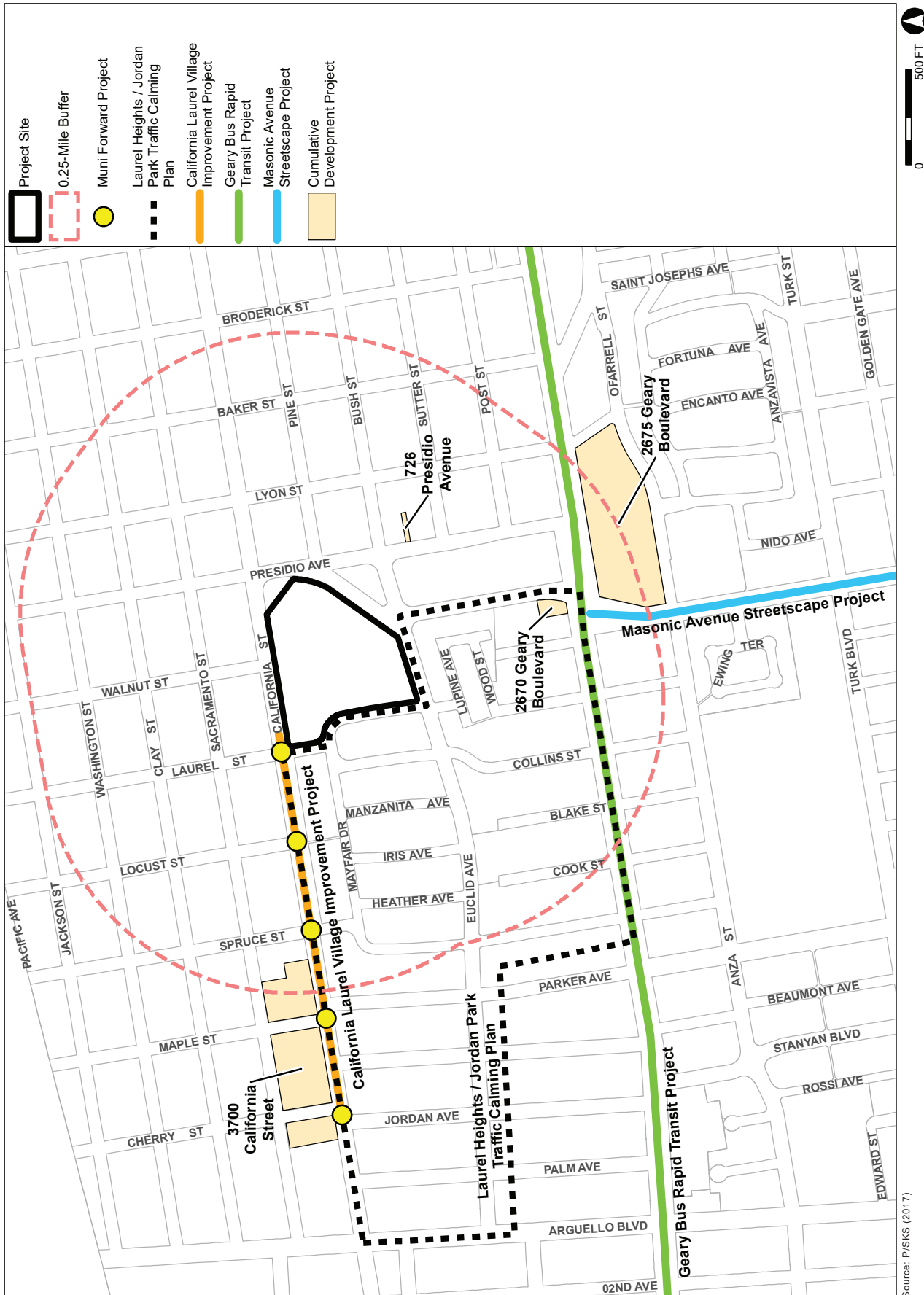
<sup>53</sup> In the vicinity of the project site, the outbound direction for the Muni routes on California Street is west, and for the Muni routes on Presidio Avenue it is south. The inbound direction for routes on California Street is east, and for the Muni routes on Presidio Avenue it is north.

<sup>54</sup> The current bus stop at Laurel and California streets is proposed to shift from southwest to southeast corner as part of Muni Forward improvements for transit travel time reduction along California Street. Proposed improvements would be coordinated with the California Laurel Village Improvement Project.

<sup>55</sup> San Francisco Planning Department Property Information Database and CEQA Exemptions Map, <http://50.17.237.182/PIM/> and <http://sf-planning.org/ceqa-exemptions-map>, accessed April 9, 2018.

<sup>56</sup> CPMC currently has approximately 1,100 employees that result in approximately 9,100 daily car trips in/out, 94 daily truck trips in/out, and the use of approximately 1,100 park spaces in the neighborhood on weekdays. Information from 3700 California Street Project Sponsor, <http://3700california.com/wp-content/uploads/2016/04/presentation.pdf>, accessed October 30, 2017.

<sup>57</sup> The 3838 California Street Medical Office Building would remain.



### 3333 CALIFORNIA STREET MIXED-USE PROJECT

2015-014028ENV

FIGURE 36: CUMULATIVE PROJECTS

The new buildings would include single-family dwellings and multi-family housing with 217 residential units. At build-out, there would be 39 buildings on the project site with a total of 240 residential units. The buildings would range from three to seven stories and heights of 33 to 80 feet. There would also be 373 below-grade parking spaces, 135 class 1 bicycle parking space, and 12 class 2 bicycle parking spaces. Seven of the 14 existing curb cuts would be reused and 11 new curb cuts would be added, for a total of 18. A portion of the site would be excavated to accommodate new construction and result in the disturbance of approximately 53,400 cubic yards of soil.

- **726 Presidio Avenue (Case No. 2014-001576ENV):** This project would result in the demolition of an existing three-story multi-family residential building with three residential units and the construction of a four-story multi-family residential building with a below-grade basement level for parking and seven residential units. Environmental review has been completed.
- **2670 Geary Boulevard (Case No. 2014-002181ENV):** This project would result in the demolition of an existing one-story restaurant and construction of an 8-story mixed-use building with 95 residential dwelling units above approximately 1,800 square feet of ground-floor commercial space and 16 off-street parking spaces. Environmental review has been completed.
- **2675 Geary Boulevard (Case No. 2015-007917ENV):** This project proposes several new additions and buildings at the City Center Shopping Mall at Masonic Avenue and Geary Boulevard. One- and two-story horizontal additions to the existing two-story retail building would be constructed in parking lot D, totaling approximately 7,530 square feet. A new two-story retail building would be constructed in parking lot F, totaling approximately 22,072 square feet, and a new one-story retail building would be constructed on the northeast corner of Masonic Avenue and O'Farrell Street in parking lot A, totaling approximately 3,608 square feet. To expand parking lot B, an elevated parking deck would be constructed above parking lot A and the proposed new retail building at the corner of Masonic Avenue and O'Farrell Street. The additions would replace 57 parking spaces and increase the retail square footage on the property from 206,897 to 224,017 square feet, an increase of 17,120 square feet. Environmental review has been completed.

In addition to the projects identified above, the following transportation infrastructure and streetscape plan projects are considered part of the cumulative setting:

- **California Laurel Village Improvement Project:**<sup>58</sup> This project, a joint effort between the San Francisco Municipal Transportation Agency (SFMTA) and Public Works, will implement measures to improve safety, enhance the pedestrian environment, and improve Muni travel time. Improvements include the development of gateway plazas at the southwest corner of California and Laurel streets, at the midblock (California and Locust streets), and at southeast corner of California and Spruce streets; replacing sidewalks; adding landscaping, new lighting, street furniture, transit bulbouts, and code-compliant curb ramps; and relocating bus stops. Implementation of this project will also result in the repaving of California Street between Cherry and Laurel streets.<sup>59</sup> In addition, the construction of transit bulbouts at the northwest and southwest corners of the California

<sup>58</sup> San Francisco Public Works, California Laurel Village Improvement Project, <http://sfpublicworks.org/laurel-village>, accessed April 9, 2018.

<sup>59</sup> White, Dustin, Transportation Planner, San Francisco Municipal Transportation Agency, e-mail correspondence with Lana Russell-Hurd, Transportation Planner, San Francisco Planning Department, October 18, 2017.

Street/Jordan Avenue/Cherry Street intersection will be implemented as part of this project and will be coordinated with the proposed redevelopment of the CPMC California Campus, discussed above. Transit-related changes are coordinated with Muni Forward, described below.

- **Laurel Heights/Jordan Park Traffic Calming Project:**<sup>60</sup> This is a phased SFMTA project that will implement traffic calming measures at various locations in the Laurel Heights/Jordan Park neighborhoods to slow traffic and improve safety and to discourage cut-through traffic. Phase 3 is currently under construction and is expected to be completed in March 2018. This project builds on previous traffic calming efforts in the southwestern portion of the Jordan Park neighborhood south of Euclid Avenue along Palm, Commonwealth, Jordan, and Parker avenues. The project area is roughly bounded by California Street to the north; Laurel Street, Euclid Avenue, and Masonic Avenue to the east; Geary Boulevard and Euclid Avenue (west of Spruce Street) to the south, and Spruce Street and Arguello Boulevard to the west.

Improvements include adding speed humps, pedestrian islands, traffic circles, high visibility crosswalks and restriping to add bicycle lanes. Most improvements have already been implemented as part of the initial phases of this project with the remaining improvements to be implemented primarily along Euclid Avenue, e.g. the addition of speed humps on Euclid Avenue between Arguello Boulevard/Palm Avenue, Palm and Jordan avenues, and Iris and Manzanita avenues; two landscaped traffic circles at Euclid and Parker avenues and at Euclid Avenue/Collins Street; landscaped traffic islands on Euclid Avenue at Spruce Street, Heather Street, Iris Street, Manzanita Street and Laurel Street; a channelizing island at Euclid Avenue/Laurel Street; and a 2-foot buffer to the existing bicycle lane.<sup>61</sup>

- **Muni Forward (formerly the Transit Effectiveness Project):**<sup>62</sup> This is a joint effort between the SFMTA, the planning department, and the controller's office to maximize Muni service delivery. The objectives of Muni Forward are to improve service reliability, reduce transit travel time, enhance customer experiences, and improve service effectiveness and efficiency. Muni Forward is comprised of four major categories: a service policy framework, service improvements, service-related capital projects, and travel time reduction proposals.

Muni Forward changes along California Street between the intersections of California and Laurel streets and of California Street/Jordan Avenue/Cherry Street will be integrated with the California Laurel Village Improvement Project, described above. In the immediate vicinity of the project site improvements will include a transit stop relocation from the southwest side of the California Street/Laurel Street intersection to the southeast side, the construction of an approximately 6-foot-wide and 90-foot-long transit bulbout. On the northeast side of the California Street/Laurel Street intersection, an approximately 6-foot-wide and 80-foot-long transit bulbout will be constructed at the existing bus stop. In order

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<sup>60</sup> SFMTA, Laurel Heights/Jordan Park Traffic Calming Project, <https://www.sfmta.com/sites/default/files/projects/Laurel%20Heights-Jordan%20Park%20Final%20Report.pdf>, accessed April 9, 2018.

<sup>61</sup> Golier, Patrick, Transportation Planner, San Francisco Municipal Transportation Agency, e-mail correspondence with Debra Dwyer, Principal Environmental Planner, San Francisco Planning Department, October 11, 2017 and January 29, 2018.

<sup>62</sup> San Francisco Planning Department, Transit Effectiveness Project Final EIR, certified March 27, 2014, Case File No. 2011.0558E, <http://www.sf-planning.org/index.aspx?page=2970#downloads>, accessed March 8, 2018. The California Street corridor was studied programmatically in the TEP EIR, and the SFMTA may apply elements of the transit preferential streets toolkit for other segments of this corridor in the future.

to accommodate the transit bulbouts on the east side of the Laurel Street/California Street, the intersection widths of the east and west travel lanes closest to the curbs will be slightly modified.

Further west along California Street, Muni Forward improvements will include an approximately 26-foot-long eastward and westward expansion of the pedestrian bulbout on the south side of the California Street/Locust Street intersection and traffic signal upgrades; a transit stop relocation from the southwest side of the California Street/Spruce Street intersection to the southeast side, and the construction of an approximately 20-foot-wide and 103-foot-long transit bulbout; a transit stop relocation from the northeast side of the California Street/Spruce Street intersection to the northwest side and the construction of an approximately 6-foot-wide and 93-foot-long transit bulbout; the removal of the bus stop at the northwest corner of the California Street/Maple Street intersection, and the construction of transit bulbouts at the northwest and southwest corners of the intersection of California Street/Jordan Avenue/Cherry Street.<sup>63</sup>

- **Masonic Avenue Streetscape Project:**<sup>64,65</sup> This is a joint effort between SFMTA, Public Works, and the San Francisco Public Utilities Commission (SFPUC) to improve safety on the stretch of Masonic Avenue between Fell Street and Geary Boulevard. The project includes street repaving, installing a new dual sewer system<sup>66</sup> and upgraded water distribution system, and removing approximately 167 parking spaces along Masonic Avenue. Removing the on-street parking spaces will create space for wider sidewalks, high-visibility crosswalks, pedestrian bulbouts, pedestrian-scale sidewalk lighting, raised bike lanes, enhanced bus stops, a landscaped center median, new street lighting, new street trees, and landscaping. The project also includes creating a new residential parking permit area and striping new parking spaces along Turk Street between Central Avenue and Baker Street, and converting an existing triangular space and one-way roadway at the southwest portion of the Masonic Avenue and Geary Boulevard intersection into a new public plaza.
- **Geary Bus Rapid Transit Project:** This is a program to improve Muni bus service along Geary Street/Geary Boulevard through the implementation of operational and physical improvements. Operational improvements would consist of designating bus-only lanes to allow buses to travel with fewer impediments, adjusting traffic signal timing to give buses more green lights at intersections, and providing passengers with real-time bus arrival and departure information to allow them to manage their time more efficiently. The physical improvements would consist of building high-quality and well-lit transit stations to improve passenger safety and comfort, and providing streetscape improvements and amenities to make the street safer and more comfortable for pedestrians and bicyclists who access the transit stations. The two closest BRT stations to the project site would be located on Geary Boulevard between Masonic and Presidio avenues.

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<sup>63</sup> White, Dustin, Transportation Planner, San Francisco Municipal Transportation Agency, e-mail correspondence with Lana Russell-Hurd, Transportation Planner, San Francisco Planning Department, October 18, 2017.

<sup>64</sup> SFTMA, Masonic Avenue Streetscape Project Fact Sheet, <https://www.sfmta.com/projects/masonic-avenue-streetscape-project>, accessed April 9, 2018.

<sup>65</sup> San Francisco Public Works, Masonic Avenue Streetscape Project, <http://sfpublicworks.org/masonic>, accessed April 16, 2018.

<sup>66</sup> Sewer lines will be installed on each side of the street and the sewer line in the middle of Masonic Avenue will be abandoned due to the construction of a landscaped center median.

The public works department also has a number of pavement renovation, sewer main replacement, and curb ramp installation projects through the city that are expected to begin in March 2019.<sup>67</sup> In the vicinity of the project site pavement renovation projects are identified for the segments of Laurel Street between California Street and Mayfair Drive and Euclid and Lupine avenues. The California Laurel Village Improvement Project, Laurel Heights/Jordan Park Traffic Calming Project, and Masonic Avenue Streetscape Project will be completed before construction for the proposed project or project variant begins.

Other active projects in the vicinity of the project site consist of minor modifications to existing residences, such as window replacements, installation of rooftop solar collection systems, and construction of decks. Given their minor scope, they would not combine with the proposed project or project variant in a way that could result in any cumulative impacts; therefore, they are not included in the cumulative context for any topic in this initial study.

### C. COMPATIBILITY WITH EXISTING ZONING AND PLANS

	<i>Applicable</i>	<i>Not Applicable</i>
Discuss any variances, special authorizations, or changes proposed to the Planning Code or Zoning Map, if applicable.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Discuss any conflicts with any adopted plans and goals of the City or Region, if applicable.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Discuss any approvals and/or permits from City departments other than the Planning Department or the Department of Building Inspection, or from Regional, State, or Federal Agencies.	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### REQUIRED PROJECT APPROVALS

Required variances, special authorizations, and changes to the planning code or zoning map; approvals from city agencies (other than the planning department or building department); and approvals from regional, state, or federal agencies (if applicable) are discussed in Section A, Project Description, pp. 85-88.

### CONFLICTS WITH ADOPTED PLANS AND POLICIES

This section discusses potential inconsistencies of the proposed project and variant with applicable local plans and policies, as well as conflicts with regional policies (if applicable). Inconsistencies with existing plans and policies do not, in and of themselves, indicate a significant physical environmental effect within the meaning of CEQA. To the extent that adverse physical environmental impacts may result from such inconsistencies, these impacts are analyzed in this initial study under the specific environmental topic sections in Chapter E, Evaluation of Environmental Effects.

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<sup>67</sup> San Francisco Public Works, Notice of Intent and Request for Information and Coordination, Contract No. 2928J, October 12, 2017.

The proposed project and project variant would intensify land uses on an urban infill site, and to the extent that there are conflicts between the proposed project or project variant and applicable plans, policies, and regulations, those conflicts would be considered by City decision makers when they decide whether to approve, modify, or disapprove the proposed project or project variant. The staff reports and approval motions prepared for the decision-makers as part of the entitlements approval process will include a comprehensive project analysis and findings regarding the consistency of the proposed project with applicable plans, policies, and regulations independent of the environmental review process.

### **San Francisco General Plan**

The San Francisco General Plan (general plan) is the embodiment of the City's vision for the future of San Francisco. It provides general policies and objectives to guide land use decisions and contains some policies that relate to physical environmental issues. The general plan comprises a series of ten elements, each of which pertains to a particular topic that applies Citywide: Air Quality, Arts, Commerce and Industry, Community Facilities, Community Safety, Environmental Protection, Housing, Recreation and Open Space, Transportation, and Urban Design. The general plan also includes area plans, each of which focuses on a particular area of the City. The project site is not within any geographic area covered by an area plan.

Some of the proposed new buildings and the adaptively reused building in the proposed project and project variant would exceed the existing 40-foot height limit as set forth in the planning code and height maps (see below). The San Francisco General Plan Urban Design Guidelines Map 4, "Urban Design Guidelines for Height of Buildings," and Policy 3.5, "Relate the height of buildings to important attributes of the city pattern and to the height and character of existing development;" provide general guidance on heights of buildings and their relationship with the urban form, but do not set limits on heights; thus, the proposed project and project variant would not conflict with either Map 4 or Policy 3.5.

The Planning Department, Planning Commission, Board of Supervisors, and other City decision-makers will evaluate the proposed project for conformance with the objectives and policies of the general plan, and will consider potential inconsistencies as part of the decision-making process. The consideration of general plan objectives and policies is carried out independent of the environmental review process, as part of the decision to approve, modify, or disapprove a proposed project.

### **San Francisco Planning Code**

The San Francisco Planning Code (planning code), which incorporates by reference the City's Zoning Maps, governs permitted uses, densities, and the configuration of buildings within San Francisco. Permits to construct new buildings (or to alter or demolish existing ones) may not be issued unless the proposed project complies with the planning code, an exception or variance is



granted pursuant to the provisions of the planning code, or legislative amendments to the planning code are included and adopted as part of the proposed project.

### ***Zoning***

The project site is located within an RM-1 (Residential Mixed, Low Density) District. As described in Planning Code section 209.2 for RM-1 Districts specifically,

RM-1 Districts: Low Density. These Districts contain a mixture of the dwelling types found in RH Districts, but in addition have a significant number of apartment buildings that broaden the range of unit sizes and the variety of structures. A pattern of 25-foot to 35-foot building widths is retained, however, and structures rarely exceed 40 feet in height. The overall density of units remains low, buildings are moderately scaled and segmented, and units or groups of units have separate entrances. Outdoor space tends to be available at ground and upper levels regardless of the age and form of structures. Shopping facilities and transit lines may be found within a short distance of these districts. Nonresidential uses are often present to provide for the needs of residents.

The existing office use within the project site does not conform to allowable uses within the RM-1 District. As such, the existing office use within the project site is an existing nonconforming use.<sup>68</sup>

Under the proposed project, the proposed office use in the Walnut Building, and retail uses in the Plaza A, Plaza B, Walnut, and Euclid buildings beyond those permitted under the planning code by the planned unit development process would not conform to allowable uses within the RM-1 District under Planning Code section 209.1. (Under the project variant, the Walnut building would consist of residential/retail/child care uses instead of office/retail/child care uses.)

The RM-1 District allows a residential density of one unit per 800 square feet of lot area (558 units for the 446,490-square-foot project site). The proposed project, at 558 residential units, would conform to the allowable residential density for the project site. The project variant, at 744 units would exceed the RM-1 residential density for the project site but would be allowable with a Conditional Use authorization/Planned Unit Development, under Planning Code section 304(d)(4), which permits up to one dwelling unit per 600 square feet of lot area (minus one unit).

### ***Height and Bulk District***

The project site is also located within a 40-X Height and Bulk District, which limits the maximum allowable height on the site to 40 feet. An “X” bulk designation permits structures to cover the entire lot, without setbacks, up to the permitted height limit (subject to floor area ratio and other controls).

The existing office building is approximately 55.5 feet tall, as measured along the north elevation, to the top of the roof (exclusive of the approximately 13-foot-tall mechanical penthouse). As such,

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<sup>68</sup> San Francisco Planning Department, Letter of Determination re: 3333 California Street, March 5, 2015.

the existing office building is a nonconforming structure with respect to height, but does not conflict with the existing “X” bulk designation.

The proposed project and project variant would require a modification to the existing 40-X Height and Bulk District to allow for the proposed 45-foot tall buildings along California Street (Plaza A, Plaza B and Walnut buildings), and to allow for the 67-foot-tall Walnut Building along California Street under the variant.

The proposed project and project variant would also require a modification to the existing 40-X Height and Bulk District to allow for the proposed vertical additions to the existing nonconforming office building (to become Center Building A and Center Building B under the proposed project) that would increase its height from 55.5 feet to 80 and 92 feet.

The rest of the proposed buildings within the project site (Mayfair Building, Laurel Duplexes, Euclid Building, and Masonic Building) would conform to the existing 40-X Height and Bulk District.

### ***Proposed Special Use District***

The zoning changes and height and bulk district changes would be implemented through the creation of a Special Use District (SUD) that would establish zoning controls for the project site. The SUD and a resolution to modify or waive any applicable conditions of Resolution 4109 would require a recommendation by the Planning Commission and approval by the Board of Supervisors. In addition, the project sponsor would seek approval of a Conditional Use authorization/Planned Unit Development to permit development of buildings in excess of 50 feet in height, to provide for minor deviations from the provisions for measurement of height, to allow for commercial uses necessary to serve residents of the immediate vicinity of the RM-1 Zoning District and 40-X Height and Bulk District, and to provide for additional dwelling unit density (project variant only). The project sponsor would also seek approval of an office allocation for up to 49,999 square feet of office use.

Planning code exceptions to open space requirements, dwelling unit exposure, and rear yard setback requirements applicable within the RM-1 Zoning District would also be sought through the Conditional Use authorization/Planned Unit Development process. With respect to these exceptions, no conflict with land use plans and policies would occur as no planning code or general plan amendment would be required for these.

Zoning maps, Sheets ZN03, SD03, and HT03, would be amended to show the change from the current zoning (RM-1 Zoning District) to the proposed SUD zoning and from the current height and bulk district (40-X) to the proposed designations.

## **Resolution 4109**

As discussed above on pp. 22-23, the project site is subject to Resolution 4109 which allowed the property to be redeveloped as an office campus use pursuant to the Commercial District Zoning controls that were then applicable to the project site. Resolution 4109 contains additional conditions applicable to the existing development of the property for commercial uses as an office campus (including restrictions on the size of the commercial buildings; a requirement for one parking space per 500 square feet of commercial space; and a requirement that there be no large commercial buildings within 100 feet of Euclid Avenue and 100 feet of Laurel Street/Mayfair Drive).

Resolution 4109 also contained conditions applicable to development of residential buildings on the property (including restrictions on residential buildings within 100 feet of Euclid Avenue and 100 feet of Laurel Street/Mayfair Drive; restrictions limiting residential buildings to one- to two-family unit buildings no more than 40 feet in height on parcels no less than 3,300 square feet in size with 50 percent or less site coverage along Laurel Street and Euclid Avenue; requirements that there be a minimum distance of 12 feet between adjacent units, and a minimum setback distance of 10 feet from Laurel Street; and a requirement that there be no residential building on other portions of the subject property with a ground coverage in excess of 50 percent of the area allotted to the building).

The proposed redevelopment of the project site under the proposed project and project variant would not conform to Resolution 4109 conditions imposed on the project site in order to construct the existing office campus. A Board of Supervisor's action to either modify or waive the requirements of Resolution 4109 would be needed.

## **The Accountable Planning Initiative**

In November 1986, the voters of San Francisco approved Proposition M, the Accountable Planning Initiative, which added section 101.1 to the Planning Code and established eight Priority Policies. These policies are (1) preservation and enhancement of neighborhood-serving retail uses and future opportunities for resident employment in and ownership of such businesses; (2) conservation and protection of existing housing and neighborhood character to preserve the cultural and economic diversity of neighborhoods; (3) preservation and enhancement of affordable housing; (4) discouragement of commuter automobiles that impede Muni transit service or that overburden streets or neighborhood parking; (5) protection of industrial and service land uses from commercial office development and enhancement of resident employment and business ownership; (6) maximization of earthquake preparedness; (7) preservation of landmarks and historic buildings; and (8) protection of parks and open space and their access to sunlight and vistas.

The proposed project and project variant do not appear to conflict with the following Priority Policies: Priority Policy 1, as they would not displace existing neighborhood-serving retail uses and would include new neighborhood-serving retail uses; Priority Policy 2, as they would not call

for demolition of existing housing units and, consistent with the surrounding neighborhood, would construct new residential units; Priority Policy 3, as they would include affordable housing units under planning code section 415; Priority Policy 4, as they would place new residents within walking distance to retail, services, and public transit, and would implement transportation demand management measures to support sustainable modes of transportation; Priority Policy 5, as they would not displace any industrial or service use; Priority Policy 6, as they would comply with or exceed applicable building code requirements for seismic safety; and Priority Policy 8, as they would not shade existing public open space nor obscure vistas available from public open space.

As discussed on p. 124, the Midcentury Modern-designed corporate campus within the project site has been evaluated in a Historic Resource Evaluation. The property appears eligible for inclusion in the California Register of Historical Resources at the local level of significance. As such, the property is considered a “historical resource” for the purposes of the California Environmental Quality Act (CEQA). The demolition and new construction under the proposed project or project variant would alter the existing architectural character of the site, and could impair the characteristics of the historic resource that justify its inclusion in the California Register of Historical Resources. The proposed project or project variant may therefore be inconsistent with Priority Policy 7, preservation of landmarks and historic buildings.

Prior to issuing a permit approving any demolition, conversion, or change of use, and any action that requires a finding of consistency with the general plan, the city must find that the proposed project would be consistent with the priority policies, on balance. The staff reports and approval motions prepared for the decision-makers will include a comprehensive project analysis and findings regarding the consistency of the proposed project or project variant with the Priority Policies.

## D. SUMMARY OF ENVIRONMENTAL EFFECTS

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

<input type="checkbox"/> Land Use/Planning	<input checked="" type="checkbox"/> Air Quality	<input type="checkbox"/> Biological Resources
<input type="checkbox"/> Aesthetics	<input type="checkbox"/> Greenhouse Gas Emissions	<input type="checkbox"/> Geology/Soils
<input type="checkbox"/> Population and Housing	<input type="checkbox"/> Wind and Shadow	<input type="checkbox"/> Hydrology/Water Quality
<input checked="" type="checkbox"/> Cultural Resources	<input type="checkbox"/> Recreation	<input type="checkbox"/> Hazards & Hazardous Materials
<input checked="" type="checkbox"/> Transportation and Circulation	<input type="checkbox"/> Utilities/Service Systems	<input type="checkbox"/> Mineral/Energy Resources
<input checked="" type="checkbox"/> Noise	<input type="checkbox"/> Public Services	<input type="checkbox"/> Agriculture and Forestry Resources
		<input checked="" type="checkbox"/> Mandatory Findings of Significance

### SENATE BILL 743 AND PUBLIC RESOURCES CODE SECTION 21099

On September 27, 2013, Governor Brown signed Senate Bill 743, which became effective on January 1, 2014.<sup>69</sup> Among other provisions, Senate Bill 743 amended CEQA by adding Public Resources Code section 21099 regarding the analysis of aesthetics and parking impacts for certain urban infill projects in transit priority areas.<sup>70</sup>

### AESTHETICS AND PARKING ANALYSIS

Public Resources Code section 21099(d), effective January 1, 2014, 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 not 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; and
- 2) The project is on an infill site; and
- 3) The project is residential, mixed-use residential, or an employment center.

<sup>69</sup> Senate Bill 743 is available online at [http://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill\\_id=201320140SB743](http://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201320140SB743), accessed October 2, 2017.

<sup>70</sup> A “transit priority area” is defined as an area within one-half mile of an existing or planned major transit stop. A “major transit stop” is defined in California Public Resources Code section 21064.3 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 San Francisco Transit Priority Areas can be found online at <http://sfmea.sfplanning.org/Map%20of%20San%20Francisco%20Transit%20Priority%20Areas.pdf>, accessed October 2, 2017.

The proposed project meets each of the above three criteria, and thus this initial study does not consider aesthetics and the adequacy of parking in determining the significance of project impacts under CEQA.<sup>71</sup>

Public Resources Code section 21099(e) states that a Lead Agency maintains the authority to consider aesthetic impacts pursuant to local design review ordinances or other discretionary powers and that aesthetics impacts do not include impacts on historical or cultural resources. As such, there will be no change in the Planning Department's methodology related to design and historic review.

The Planning Department recognizes that the public and decision-makers nonetheless may be interested in information pertaining to the aesthetic effects of a proposed project and may desire that such information be provided as part of the environmental review process. Therefore, some of the information that would have otherwise been provided in an aesthetics section of an Initial Study or EIR (such as "before" and "after" visual simulations) has been included in the Project Description. However, this information is provided solely for informational purposes and is not used to determine the significance of the environmental impacts of the project, pursuant to CEQA.

In addition, CEQA section 21099(d)(2) states that a Lead Agency maintains the authority to consider aesthetic impacts pursuant to local design review ordinances or other discretionary powers and that aesthetics impacts do not include impacts on historical or cultural resources.

## **AUTOMOBILE DELAY AND VEHICLE MILES TRAVELED ANALYSIS**

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

In January 2016, the Office of Planning and Research published for public review and comment a *Revised Proposal on Updates to the CEQA Guidelines on Evaluating Transportation Impacts in CEQA*<sup>72</sup> with a draft recommendation that transportation impacts for projects (especially auto delay) be measured using a vehicle miles traveled (VMT) metric, rather than a Level of Service (LOS) metric. In November 2017, the amendments to the CEQA Guidelines reflecting this change were forwarded by the Office of Planning and Research to the Resources Agency for the next step

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<sup>71</sup> San Francisco Planning Department, *Eligibility Checklist: CEQA Section 21099 – Modernization of Transportation Analysis*, 3333 California Street, December 18, 2017.

<sup>72</sup> Governor's Office of Planning and Research, *Revised Proposal on Updates to the CEQA Guidelines on Evaluating Transportation Impacts in CEQA*, January 20, 2016, [http://www.opr.ca.gov/docs/Revised\\_VMT\\_CEQA\\_Guidelines\\_Proposal\\_January\\_20\\_2016.pdf](http://www.opr.ca.gov/docs/Revised_VMT_CEQA_Guidelines_Proposal_January_20_2016.pdf), accessed April 9, 2018.

in rulemaking, and that process is ongoing. On March 3, 2016, in anticipation of the future certification of the revised CEQA Guidelines, the San Francisco Planning Commission adopted a resolution (consistent with the Office of Planning and Research's recommendation) to use a VMT metric instead of automobile delay (as measured by LOS) to evaluate the transportation impacts of projects (Resolution 19579). (Note: The VMT metric does not apply to the analysis of impacts on non-automobile modes of travel such as riding transit, walking, and bicycling.)

Accordingly, neither this initial study nor the EIR contain a discussion of automobile delay impacts. Instead, a VMT and induced automobile travel impact analysis will be provided in the Transportation and Circulation analysis in the EIR. The topic of automobile delay, nonetheless, may be considered by decision-makers, independent of the environmental review process, as part of their decision to approve, modify, or disapprove the proposed project or project variant.

## **APPROACH TO ANALYSIS**

This initial study examines the proposed project and project variant to identify potential effects on the environment. For each item on the Initial Study Checklist, the evaluation has considered the impacts of the proposed project and project variant both individually and cumulatively. All items on the Initial Study Checklist that have been checked "Less than Significant Impact with Mitigation Incorporated," "Less than Significant Impact," "No Impact" or "Not Applicable," indicate that, upon evaluation, staff has determined that the proposed project and project variant could not have a significant adverse environmental effect relating to that issue. A discussion is included for those issues checked "Less than Significant Impact with Mitigation Incorporated" and "Less than Significant Impact" and for most items checked with "No Impact" or "Not Applicable." All identified mitigation measures listed in Section F, Mitigation Measures and Improvement Measures, have been agreed to by the project sponsor, and will be incorporated into the proposed project or project variant. For items designated "No Impact" or "Not Applicable", the conclusions regarding potential significant environmental effects are based upon field observations, staff and consultant experience and expertise on similar projects, and/or standard reference materials available at the San Francisco Planning Department, such as the *Transportation Impact Analysis Guidelines for Environmental Review*, the California Natural Diversity Database and maps published by the California Department of Fish and Wildlife, the California Division of Mines and Geology Mineral Resource Zone map and designations, and the California Department of Conservation's Farmland Mapping and Monitoring Program. Whenever an impact is identified as "Potentially Significant," that potential impact will be analyzed in the EIR. The "Potentially Significant" designation is being used solely to identify topics that will be addressed in detail in the EIR for the proposed project and project variant and does not reflect a determination that the proposed project or project variant will result in a significant impact on these resources. These topics are being included in the EIR, because additional analysis is needed to determine the potential effect with respect to those issues.



## Cumulative Impact Analysis

Two approaches to a cumulative impact analysis are provided in CEQA Guidelines section 15130(b)(1): (a) the analysis can be based on a list of past, present, and reasonably foreseeable future projects producing closely related impacts that could combine with those of a proposed project or project variant; or (b) a summary of projections contained in a general plan or related planning document can be used to determine cumulative impacts. The analyses in this initial study employ the list-based approach, although projections from the general plan or other related planning documents may be used in the EIR to analyze transportation, noise, and air quality, as appropriate.

The following factors were used to determine an appropriate level for cumulative analysis in this initial study:

- *Similar Environmental Impacts.* A relevant project contributes to effects on resources that are also affected by the proposed project or project variant. A relevant future project is defined as one that is “reasonably foreseeable,” such as a proposed project for which an application has been filed with the approving agency or has approved funding.
- *Geographic Scope and Location.* A relevant project is located within the geographic area within which effects could combine. The geographic scope varies on a resource-by-resource basis. For example, the cumulative context for land use and planning analysis is the vicinity that would affect the Laurel Heights/Jordan Park area of the Presidio Heights neighborhood, within a few blocks in each direction of the project site. In contrast, the geographic scope for evaluating cumulative effects to air quality consists of the affected air basin, i.e., the San Francisco Bay Area Air Basin.
- *Timing and Duration of Implementation.* Effects associated with activities for a relevant project (e.g., short-term construction or demolition, or long-term operations) would likely coincide in timing with the related effects of the proposed project or project variant.

Past, present and reasonably foreseeable future projects are identified in Section B, Project Setting, pp. 94-99, and shown on Figure 36, p. 95.

## Effects Found to Be Potentially Significant

On the basis of this initial study, topics for which there are project-specific effects that have been determined to be potentially significant are:

- Cultural Resources (historic architectural resources only)
- Transportation and Circulation (all topics except aviation-related ones)
- Noise (all topics except aviation-related ones)
- Air Quality (all topics except odors)

These environmental topics will be evaluated in an EIR prepared for the proposed project and project variant.

## **Effects Found Not to Be Significant**

The following potential individual and cumulative environmental effects were determined to be either less than significant or would be reduced to a less-than-significant level through recommended mitigation measures included in this initial study:

- Land Use and Planning (all topics)
- Population and Housing (all topics)
- Cultural Resources (archaeological resources, human remains, tribal cultural resources)
- Transportation (aviation-related topics)
- Noise (aviation-related topics)
- Air Quality (odors)
- Greenhouse Gas Emissions (all topics)
- Wind and Shadow (all topics)
- Recreation (all topics)
- Utilities and Service Systems (all topics)
- Public Services (all topics)
- Biological Resources (all topics)
- Geology and Soils (all topics)
- Hydrology and Water Quality (all topics)
- Hazards and Hazardous Materials (all topics)
- Mineral and Energy Resources (all topics)
- Agricultural and Forest Resources (all topics)

These items are discussed with mitigation measures, where appropriate, in Section E of this initial study, and require no environmental analysis in the EIR. As noted above, all identified mitigation measures identified are listed in Section F, Mitigation Measures and Improvement Measures; have been agreed to by the project sponsor; and will be incorporated into the proposed project or project variant.

## E. EVALUATION OF ENVIRONMENTAL EFFECTS

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
<b>1. LAND USE AND PLANNING.— Would the project:</b>					
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

### **Impact LU-1: The proposed project or project variant would not physically divide an established community. (*Less than Significant*)**

The existing project site is a 10.25-acre office park superblock within the generally regular surrounding orthogonal street grids of the Laurel Heights-Jordan Park and Presidio Heights neighborhoods. The topography, perimeter walls, and position of the buildings and parking lots within the project site do not offer convenient pedestrian passage through the site.

The proposed project or project variant would not create a barrier or obstruction that would physically divide the community. Rather, the proposed project or project variant would extend a network of walkways through the project site, including the extension of the existing alignments of Walnut Street and Mayfair Drive into the project site. As such, the proposed network of walkways through the project site is intended to enhance the pedestrian environment and facilitate pedestrian passage through the site and connectivity with surrounding neighborhoods.

For these reasons, the proposed project or project variant would have a less-than-significant effect with respect to physically dividing the surrounding community. No mitigation measures are necessary. This topic will not be addressed in the EIR.

### **Impact LU-2: The proposed project or project variant would not conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect, such that a significant environmental impact would result. (*Less than Significant*)**

Applicable plans that regulate development on the project site include the San Francisco General Plan and the San Francisco Planning Code (planning code). As discussed in Section C, Compatibility with Existing Zoning and Plans, the proposed project and project variant would not conform to the existing RM-1 zoning and 40-X Height and Bulk District, and amendments to the planning code would be required as part of the proposed project or project variant. Development of the proposed residential uses within the project site would, overall, bring the uses on the project

site into greater conformity with the existing RM-1 Zoning District that currently applies to the project site. If the Board of Supervisors finds that amendments to the planning code are warranted to allow for implementation of the proposed project or project variant, the Board of Supervisors would adopt amendments to establish the Special Use District, which would resolve any conflicts between the planning code and the proposed project or project variant. To approve the proposed project or project variant, the city would be required to make findings of project consistency with the planning code. The proposed project or project variant, as approved, would thus be consistent with relevant plans and policies once amended.

Conflicts with existing plans and policies do not, in themselves, indicate a significant environmental effect related to the topic of Land Use and Planning within the meaning of CEQA, unless the project substantially conflicts with a land use plan/policy that was adopted for the purpose of avoiding or mitigating an environmental effect, such that a substantial adverse physical change in the environment would result. The proposed project or project variant would adhere to applicable environmental regulations and, therefore, would not conflict with policies or regulations adopted for the purpose of avoiding or mitigating an environmental effect such that a substantial adverse physical change in the environment related would result. The impact on land use plans and policies would be less than significant. No mitigation measures are required.

Potential conflicts with applicable general plan objectives and policies will continue to be analyzed and considered in preparation of planning department case reports and draft motions as part of the review of entitlement applications required for the proposed project or project variant independent of environmental review under CEQA. They also will be considered by the decision-makers during their deliberations on the merits of the proposed project or project variant and as part of their actions to approve, modify, or disapprove the proposed project or project variant.

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

Section B, Project Setting, pp. 94-99, identifies reasonably foreseeable future projects that are located within an approximately quarter-mile radius of the project site. These cumulative projects are also shown on Figure 36, p. 95. They include a 240-unit, three- to seven-story residential project spanning three blocks at 3700 California Street, a three-unit, three-story residential building at 726 Presidio Avenue, a 95-unit, eight-story residential building at 2670 Geary Boulevard, and an expansion of the City Center Shopping Mall at 2675 Geary Boulevard. (The list of cumulative projects also identifies several transportation infrastructure projects that do not call for changes to existing land uses.)

Conflicts with existing land use plans and policies are policy issues and do not, in themselves, give rise to a significant physical impact related to land use under CEQA. For these reasons, the conflicts

with plans and policies, considered with those of past, present and foreseeable projects, could not combine to result in a significant cumulative impact related to land use.

Like the proposed project or project variant, the identified cumulative projects, individually and collectively, would not divide an established community. Rather, consistent with current urban design practice in San Francisco, they would be designed to enhance neighborhood pedestrian connectivity. As such the impacts of the proposed project or project variant, regarding division of an established community, could not combine with those of cumulative projects to result in a significant cumulative land use impact.

To the extent that conflicts with land use plans and policies under the proposed project or project variant could be embodied in a considerable contribution to a cumulative physical environmental impact, such cumulative physical impacts are addressed and analyzed under the specific environmental topic sections in this initial study and will also be addressed in Chapter 4, Environmental Setting and Impacts, of the EIR.

For these reasons, the proposed project or project variant, in combination with past, present, and reasonably foreseeable future projects, would have less-than-significant cumulative land use impacts, and no mitigation measures are necessary. This topic will not be addressed in the EIR.

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
<b>2. POPULATION AND HOUSING.— Would the project:</b>					
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing housing units necessitating the construction of replacement housing?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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

Population growth is considered in the context of local and regional plans and population, housing, and employment projections. Substantial population growth is considered an increase in population that is unplanned without consideration of or planning for infrastructure services and housing needs to support new residents, employees, and visitors. Generally, a project that increases population is not viewed as having a significant impact on the environment unless the physical changes that would be needed to accommodate project-related population growth would have adverse impacts

on the environment. Project-related employment and residential growth would result in some direct physical changes related to transportation, noise, air pollutant emissions, GHG emissions, increased demand for public services, increased demand for utility capacity, and increased demand for recreational facilities. These physical changes are evaluated under other environmental topics in this initial study, such as sections E.9, Recreation; E.10, Utilities and Service Systems; and E.11, Public Services, or will be discussed in the EIR in the sections on Transportation and Circulation, Noise, and Air Quality.

An indirect environmental impact is a change to the physical environment that is not immediately related to a proposed project. Specifically, indirect project-related population growth includes ways in which a proposed project could foster economic or population growth in other locations or induce the construction of additional housing. Projects that would remove obstacles to population growth (e.g., a major expansion of a wastewater treatment plant or extension of roadways into a previously unserved area) might, for example, allow for development to occur in an area that was not previously considered feasible for development because of infrastructure limitations. This type of development pattern typically occurs in suburban areas adjacent to undeveloped land and is not generally applicable to a site that is located in a built urban environment already served by infrastructure.

## **Direct Project Population Growth**

### ***Construction***

Project construction is anticipated to occur over a period of 7 to 15 years. On any given day, the number of construction workers on the site would vary from 75 to 175 depending on the stage of construction and the number of phases being undertaken concurrently. It is anticipated that construction employees who are not already living in the city would commute from their residences elsewhere in the Bay Area rather than permanently relocate to San Francisco from more distant locations; this is typical for employees in the various construction trades. Once the construction phases are complete, construction workers typically seek employment at other job sites in the region that require their particular skills. Thus, construction of the proposed project would not generate a substantial population increase in the city or region.

### ***Operation***

The proposed project or project variant would involve operation of a new mixed-use project on an existing infill site in an urbanized area. New housing and businesses would cause direct population growth from residents who would occupy the new housing on the project site and the people who would be employed in the proposed residential, retail, office, residential and child care uses on the project site, as illustrated in Table 7: On-Site Residents and Employees under the Proposed Project and Project Variant.

**Table 7: On-Site Residents and Employees under the Proposed Project and Project Variant**

Land Use	Generation Rate	Proposed Project	Project Variant
<b>Residents</b>			
Residential	2.27 persons/household	1,261 residents	1,681 residents
<b>Employees</b>			
Retail	350 gsf/employee	155 employees	139 employees
Office	276 gsf/employee	181 employees	--
Public Parking	1 employee/270 spaces	1 employee	1 employee
Child Care	1 employee/6 children	35 employees	35 employees
Residential	1 employee/25 units	22 employees	30 employees
Open Space	0.26 employees/acre	1 employee	1 employee
<b>Total Employees</b>		<b>395 employees</b>	<b>206 employees</b>

Source: U.S. Census Bureau, San Francisco Planning Department, National Association for the Education of Young Children

### On-Site Project Residents

There is no existing resident population on the project site. Based on the 2010 Census citywide average household size for San Francisco of 2.26 persons per household,<sup>73,74</sup> the proposed project or project variant would increase the residential population on the project site to approximately 1,261 or 1,681 persons, respectively, resulting in a direct increase in population on the project site and contributing to anticipated population growth in the local and citywide context.

### On-Site Project Employees

Based on the 2014 UCSF Long Range Development Plan, and the average density per employee for office uses, the project site hosts approximately 1,200 existing employees.<sup>75,76</sup> Although new residential, retail, and child care uses would be introduced under the proposed project, office use would be reduced to 49,999 gross square feet of office floor area (a decrease of 288,001 gross square feet), and child care space would increase from 11,500 gross square feet to 14,690 gross square feet (an increase of 3,190 gross square feet). Onsite employment under the proposed project is estimated to be approximately 155 employees for the retail space, 181 employees for the office space, 1 employee for the public parking garages, 35 employees for the child care center,

<sup>73</sup> U.S. Census Bureau, American FactFinder, Profile of General Population and Housing Characteristics: 2010, San Francisco County, CA, <https://factfinder.census.gov/faces/nav/jsf/pages/index.xhtml>, accessed February 5, 2018.

<sup>74</sup> For Census Tract 154, the average household size was 1.98 residents per household. For the purposes of environmental analysis, the more conservative citywide average household size of 2.26 was used. U.S. Census Bureau, American FactFinder, Profile of General Population and Housing Characteristics: 2010, Census Tract 154, San Francisco County, CA, <https://factfinder.census.gov/faces/nav/jsf/pages/index.xhtml>, accessed January 18, 2018.

<sup>75</sup> Regents of the University of California, UCSF 2014 Long Range Development Plan, p. 114, <https://www.ucsf.edu/sites/default/files/FullLRDP.pdf>, accessed October 30, 2017.

<sup>76</sup> San Francisco Planning Department, Transportation Impact Guidelines for Environmental Review, October 2002, Appendix C, Table C-1. Employment factor of 276 gross square feet per employee is used for office uses. With an existing office use of 338,000 gross square feet, the site would have approximately 1,225 employees.



22 employees for the residential use, and 1 employee for the open space, for a total of 395 employees.<sup>77,78,79,80,81</sup> Onsite employment under the project variant is estimated to be approximately 139 employees for the ground-floor commercial space (due to a decrease in retail space under the variant), 1 employee for the public parking garages, 35 employees for the child care space, 30 employees for the residential use, and 1 employee for the open space, for a total of 206 employees. Thus, employment on the site would be reduced by approximately 800 people under the proposed project or 990 people under the project variant.

### ***Population Growth***

Population growth can be viewed at the local scale and at the citywide scale. This analysis compares the residential population generated under the proposed project and project variant to the existing conditions and projected population growth citywide and within the project vicinity. At the citywide scale, the existing population is compared to projected growth between 2020 and 2040 planned for under the Association of Bay Area Governments' *Plan Bay Area*, as estimated in the agency's *Projections 2013*. At the local level, the existing population of the project site vicinity was estimated using the 2010 Census and updated projections were estimated using the U.S. Census Bureau's most recent American Community Survey (2012-2016).

#### Citywide Population and Projected Growth

According to the 2016 American Community Survey, the City and County of San Francisco has a population of approximately 850,282 residents.<sup>82</sup> Within the citywide context, the proposed project or project variant would increase the city's population by 0.15 or 0.20 percent, respectively, over existing conditions. The Association of Bay Area Governments, in *Projections 2013*, projected that the citywide population would be 890,400 in 2020, and the projected citywide increase in

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<sup>77</sup> Ibid. Employment factors of 276 gross square feet per employee are used for office uses and 350 gross square feet for general retail and retail/restaurant uses.

<sup>78</sup> Employment numbers for residential, open space, and parking uses were determined using Table III.C-7, p. III.C-12, from the San Francisco Planning Department, *Candlestick Point-Hunters Point Shipyard Phase II Development Plan EIR*, November 2009.

<sup>79</sup> For the purposes of employment, it is assumed that public parking would be facilitated by a lot operator or attendant. This analysis assumes that parking for retail and commercial uses would be available publicly and parking for residential, office, and child care uses would be private and would not require an operator. Of the total 895 parking spaces provided by the project, 208 spaces would be for public use.

<sup>80</sup> Prowda, Zack, BAR Architects, e-mail correspondence with Peter Mye, SWCA, about proposed child care center, January 18, 2018. The number of children to be served under the proposed new child care facility would range from 172 to 200 children. Calculations are based on 200 children.

<sup>81</sup> The child care facility employee generation rate is based on the staff-child ratio of one staff member per six children recommended by the National Association for the Education of Young Children, which would yield approximately 35 staff members, <http://childcareaware.org/providers/planning-for-success/staffing-needs/>, accessed October 27, 2017.

<sup>82</sup> U.S. Census Bureau, 2012-2016 5-Year American Community Survey, San Francisco County, California, American Community Survey Demographic and Housing Estimates, <https://factfinder.census.gov/faces/nav/jsf/pages/index.xhtml>, accessed February 5, 2018.

population between 2020 and 2040 is anticipated to be about 195,300 persons, for a total population of 1,085,700 in 2040.<sup>83</sup> The population increase attributable to the proposed project and project variant would represent about 0.6 and 0.9 percent, respectively, of the projected growth between 2020 and 2040. The increase in the number of residents under the proposed project and project variant would not make up a substantial portion of citywide growth projections.

Although the project site is not in a priority development area as designated by the Association of Bay Area Governments (ABAG), the proposed project or project variant would be consistent with San Francisco General Plan and Housing Element goals and policies, and ABAG priority development area goals and criteria; i.e., it is located on an infill site, served by existing transit, and is in an area containing a mix of moderate density housing, services, retail, employment, and civic or cultural uses.<sup>84</sup> Furthermore, as discussed below on pp. 119-120 and in Section E.10, Utilities and Service Systems, and Section E.11, Public Services, the population growth generated under the proposed project or project variant would not require the expansion of infrastructure or services that would cause adverse physical impacts. Therefore, the proposed project or project variant's estimated population growth would not constitute substantial unplanned growth in the citywide context.

#### Population Growth in the Project Vicinity

The population of census tracts within a quarter-mile radius of the project site is approximately 25,866 persons.<sup>85</sup> The proposed project or project variant would increase the residential population near the project site (census tracts within a quarter-mile radius of the project site) by approximately 1,261 or 1,681 people, resulting in an increase of 4.9 or 6.5 percent, respectively.

When compared to existing conditions, the proposed project or project variant would create a noticeable increase in the local population. However, population growth would not be considered substantial or unplanned unless the physical changes that would be needed to accommodate project-related population growth would have adverse impacts on the physical environment. As evaluated under other environmental topics in this initial study, such as sections E.9, Recreation; E.10, Utilities and Service Systems; and E.11, Public Services, the proposed project or project variant would not require the expansion of roads, infrastructure or public services that would cause additional off-site physical changes to the environment. Furthermore, the proposed project conforms to densities allowed in the project site's zoning district and the project variant would conform with allowable densities under the planning code through the planned unit development process. In addition, the project site is located in an area that is consistent with San Francisco

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<sup>83</sup> Association of Bay Area Governments (ABAG), *Projections 2013*, p. 75. ABAG's projected residential population for San Francisco is 890,400 persons in 2020 and 1,085,700 persons in 2040.

<sup>84</sup> ABAG, *Projections 2013*, pp. 6-7; ABAG, *Plan Bay Area 2040*, pp. 28-29.

<sup>85</sup> U.S. Census Bureau, 2012-2016 5-Year American Community Survey, San Francisco County and Census Tracts 133, 134, 153, 154, and 157, American Community Survey Demographic and Housing Estimates, <https://factfinder.census.gov/faces/nav/jsf/pages/index.xhtml>, accessed January 4, 2018.

General Plan and Housing Element goals and policies, and ABAG priority development area goals and criteria; i.e., it is located on an infill site, served by existing transit, and is in an area containing a mix of moderate density housing, services, retail, employment, and civic or cultural uses. Therefore, the proposed project and project variant's estimated population growth would not constitute substantial unplanned growth.

### ***Employment Growth***

Employment growth, due to the regional distribution of commercial centers, is most appropriately viewed at the citywide scale. The existing citywide employment is compared to projected employment growth between 2020 and 2040 planned for under the Association of Bay Area Governments' *Plan Bay Area*, as estimated by the agency's *Projections 2013*.

#### **On-Site Employment Growth**

Existing onsite employees would be moved to another UCSF campus location within the city, and the new uses are assumed to be staffed by employees different from those already at the existing office and buildings. The estimated project-related employment associated with the proposed uses (approximately 395 employees under the proposed project or 206 employees under the project variant) would result in a decrease in onsite employment from existing conditions.

San Francisco's employment base in 2020 is projected to be 671,230 jobs, with an increase of approximately 88,270 jobs by 2040 for a total employment base of 759,500 jobs in 2040.<sup>86</sup> Although the proposed project and project variant would result in an overall decrease in the onsite employee population compared to existing conditions, the new office use would be staffed by new employees and the existing UCSF employees and jobs would be moved to another UCSF campus location within the city. Some of the new employees on the project site may be people who are already employed in the city. However, even if all the employees associated with the proposed project or project variant were conservatively assumed to be new to San Francisco, the project-related employment growth would represent considerably less than 1 percent (0.45 percent under the proposed project and 0.23 percent under the project variant) of the city's estimated job growth between the years 2020 and 2040. This estimated change in employment would be negligible in the context of total jobs in San Francisco, and would not exceed projected employment growth.

Therefore, the proposed project and project variant's employment growth would not constitute substantial unplanned employment growth and would not result in a significant environmental impact.

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<sup>86</sup> ABAG, *Projections 2013*, p. 75

## Employee-Generated Housing Demand

In general, a portion of the new employees introduced to a site could generate demand for housing. New employees would compete with existing residents for available housing units and add to the existing housing demand citywide. It is likely that some (if not most) of the new employees generated by the proposed project or project variant would be existing residents in the city or in the region. However, this employee-generated housing demand analysis conservatively assumes that all new employees generated by the proposed project or project variant would be new to the city. According to the ABAG's *Projections 2013* and the general plan housing element, San Francisco is projected to have an estimated 1.32 workers per household.<sup>87</sup> Based on projected workers per household, the estimated 395 new employees attributable to the proposed project and 206 employees attributable to the project variant would generate a potential demand for about 299 and 156 new residential units, respectively.

*Projections 2013* estimates indicate that there will be approximately 379,600 households in San Francisco in 2020 and approximately 447,350 households in 2040,<sup>88</sup> an increase of approximately 67,750 over this 20-year time period. The proposed project's or project variant's employment-related housing demand would represent less than 1 percent (0.4 percent under the proposed project and 0.2 percent under the project variant) of the city's estimated household growth over this 20-year time period. Therefore, employee-generated housing demand under the proposed project or project variant would not be considered substantial in the context of total housing demand in San Francisco. Furthermore, the proposed project and project variant onsite housing would contribute new units to the city's housing stock and could potentially accommodate some of the new employment-related housing demand.

There is a particular need in the City for units affordable to very low-, low-, and moderate-income households. In July 2013, ABAG projected regional housing needs in its *Regional Housing Needs Plan for the San Francisco Bay Area: 2014–2022*. According to this plan, San Francisco's projected housing need from 2014 to 2022 is 28,869 residential units, consisting of 6,234 within the very low income level (0-50 percent); 4,639 within the low income level (51-80 percent); 5,460 within the moderate income level (81-120 percent); and 12,536 within the above moderate income level (120 percent plus).<sup>89</sup> The proposed project or project variant would be subject to the provisions of planning code section 415: Inclusionary Affordable Housing Program, which requires projects of 10 or more residential units to contribute to the creation of affordable housing. The project sponsor will work in coordination with city staff to ensure that the residential uses under the proposed

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<sup>87</sup> ABAG, *Projections 2013*, pp. 74 and 75, and City and County of San Francisco, *2014 Housing Element* (adopted April 27, 2015), Table I-12, p. I.14.

<sup>88</sup> ABAG, *Projections 2013*, p. 75.

<sup>89</sup> ABAG, *Regional Housing Need Plan for the San Francisco Bay Area: 2014 – 2022*, July 2013, Appendix C, [http://www.abag.ca.gov/planning/housingneeds/pdfs/2014-22\\_RHNA\\_Plan.pdf](http://www.abag.ca.gov/planning/housingneeds/pdfs/2014-22_RHNA_Plan.pdf), accessed January 19, 2018.

project or project variant will contribute the percentage(s) of affordable housing units required by the planning code.

The proposed project and project variant would result in an increase in employees citywide but employee-generated housing demand would represent less than 1 percent of projected housing unit growth between 2020 and 2040. Such a small increase in demand would not necessitate the construction of new housing in itself, and would not constitute substantial unplanned growth. In addition, some of the new onsite employees are likely to be existing residents of the city or the region, and some of the employee-generated housing demand could potentially be accommodated by housing developed under the proposed project or project variant. Therefore, the proposed project and project variant's employment-generated housing demand would not constitute substantial unplanned employment growth or concentration of employment.

### **Indirect Project Population Growth**

The proposed project or project variant would construct a new mixed-use project on an existing infill site in an urbanized area. Development of infrastructure could remove obstacles to population growth if it would allow for development in an area that was not previously considered feasible for development because of infrastructure limitations, which could induce population growth indirectly. The proposed project or project variant would not include the extension of area roadways or expansion of water or wastewater treatment facilities, but would include the construction of new natural gas and sewer lines to serve the project site. However, this infrastructure would not indirectly induce substantial population growth in the project area because the project site is an infill site surrounded by existing development and the proposed infrastructure improvements would be sized to meet only project needs and would not enable additional development. No indirect impacts related to population growth as a result of expansion of infrastructure would occur.

### **Conclusion**

In summary, the proposed project's or project variant's residential and employment population increases (with a decrease in onsite employees and the existing employees moved to another UCSF location) would be noticeable compared with existing conditions on the project site, but far less so in the project vicinity and in the citywide context. However, the project-related population and employment increases would not be substantial in relation to the expected increases in the residential and employment populations of San Francisco as a whole. As discussed above, neither the proposed project nor the project variant would require the expansion of roads, infrastructure or public services that would cause additional off-site physical changes to the environment. Although the project site is not in an ABAG-designated priority development area, it is in an area consistent with San Francisco General Plan and Housing Element goals and policies, and ABAG priority development area goals and criteria; i.e., it is located on an infill site, served by existing transit, and is in an area containing a mix of moderate density housing, services, retail, employment, and civic or cultural uses. Thus, the proposed moderate density residential uses and the retail, commercial,

and childcare uses would align with ABAG's criteria for focusing growth in areas with existing neighborhood-serving uses and infrastructure. Therefore, the proposed project or project variant would not directly or indirectly induce substantial population growth or concentration of employment in the project vicinity or citywide. This impact would be less than significant, and no mitigation measures are necessary. This topic will not be addressed in the EIR. The physical changes associated with growth that would occur as a result of project implementation are discussed under each topic in this initial study and/or in the EIR.

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

The project site is currently developed with an office building, and there are no existing housing units on the project site. As discussed above, according to the 2014 UCSF Long Range Development Plan, there are approximately 1,200 employees associated with UCSF at the project site, and these employees would be shifted to another UC campus location. Therefore, implementation of the proposed project or project variant would not displace existing housing units or people. Thus, no replacement housing would be needed and no physical environmental effects associated with the construction of replacement housing would occur as a result of implementation of the proposed project or project variant.

In summary, neither the proposed project nor the project variant would remove existing housing units, resulting in the displacement of residents. The proposed project and project variant would not displace employees because existing UCSF employees would shift to other UCSF locations as part of UCSF's long-term development goals. Therefore, this impact would be less than significant, and no mitigation measures are necessary. This topic will not be addressed in the EIR.

**Impact C-PH-1: The proposed project or project variant, in combination with past, present, and reasonably foreseeable future projects, would not result in a cumulatively considerable contribution to significant cumulative population and housing impacts. (*Less than Significant*)**

*Plan Bay Area*, which is the current regional transportation plan and Sustainable Communities Strategy that was adopted by the Metropolitan Transportation Commission and the Association of Bay Area Governments in July 2013, contains housing and employment projections anticipated for San Francisco through 2040. *Plan Bay Area* expects an increasing percentage of Bay Area growth to occur as infill development in areas with good transit access and where services necessary for daily living are provided in proximity to housing and jobs. With its abundant transit service and mixed-use neighborhoods, San Francisco is expected to accommodate an increasing share of future regional growth.

The past, present, and reasonably foreseeable future projects in the vicinity of the project site are identified in Section B, Project Setting, pp. 94-99, and shown on Figure 36, p. 95.

## Residential Population

In particular, the 3700 California Street project, located approximately 0.21 mile to the west of the project site, would replace a hospital use with residential uses, adding approximately 240 new residential units. This project would likely result in a decrease in the employment population in the neighborhood. The 726 Presidio Avenue project, located approximately 0.08 mile to the southeast of the project site, would demolish an existing multi-family residential building with three residential units and construct a new multi-family residential building with seven residential units. The 2670 Geary Boulevard project, located approximately 0.14 mile to the south of the project site, would demolish an existing restaurant and construct a mixed-use building with 95 residential units and 1,800 square feet of ground-floor retail space. The 2675 Geary Boulevard project, located approximately 0.21 mile to the south of the project site, would replace 57 parking spaces and add 17,120 square feet of new retail space.

Based on the average citywide household size of 2.26 residents per household in 2010, these projects would add approximately 773 new residents in approximately 342 new residential units to the project area; and would result in a total of approximately 2,034 new residents in approximately 900 new residential units in combination with the proposed project (approximately 2,454 new residents in approximately 1,086 new residential units in combination with the project variant).

The population of census tracts within a quarter-mile radius of the project site is approximately 25,866 persons.<sup>90</sup> In combination with the proposed project and project variant, these reasonably foreseeable future projects would increase the population near the project site (census tracts within a quarter-mile radius of the project site) by approximately 7.9 and 9.5 percent, respectively. The City and County of San Francisco has a population of approximately 850,282 residents.<sup>91</sup> Within the citywide context, the proposed project or project variant in combination with the reasonably foreseeable future projects would increase the city's population by 0.24 and 0.29 percent, respectively.

The Association of Bay Area Governments, in *Projections 2013*, projected that the citywide population would be 890,400 in 2020, and the projected citywide increase in population between 2020 and 2040 is anticipated to be about 195,300 persons.<sup>92</sup> The population increase attributable to the proposed project or project variant in combination with the reasonably foreseeable future projects would represent about 1.1 and 1.3 percent, respectively, of the projected citywide growth.

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<sup>90</sup> U.S. Census Bureau, 2012-2016 5-Year American Community Survey, San Francisco County and Census Tracts 133, 134, 153, 154, and 157, American Community Survey Demographic and Housing Estimates, <https://factfinder.census.gov/faces/nav/jsf/pages/index.xhtml>, accessed January 4, 2018.

<sup>91</sup> U.S. Census Bureau, 2012-2016 5-Year American Community Survey, San Francisco County, California, American Community Survey Demographic and Housing Estimates, <https://factfinder.census.gov/faces/nav/jsf/pages/index.xhtml>, accessed January 4, 2018.

<sup>92</sup> Association of Bay Area Governments (ABAG), *Projections 2013*, p. 75. ABAG's projected residential population for San Francisco is 890,400 persons in 2020 and 1,085,700 persons in 2040.



In summary, the increase in the number of residents under the proposed project or project variant in combination with the reasonably foreseeable future projects would be less than and consistent with the total citywide growth projections. The residential growth under the proposed project or project variant in combination with the reasonably foreseeable future projects would not constitute substantial, unplanned growth. The proposed project or project variant in combination with the reasonably foreseeable future projects would not require the expansion of roads, infrastructure or public services that would cause additional off-site physical changes to the environment. Furthermore, these cumulative projects are generally within areas consistent with San Francisco General Plan and Housing Element goals and policies, and ABAG priority development area goals and criteria, i.e., they are located on an infill site, served by existing transit, and are in an area containing a mix of moderate density housing, services, retail, employment, and civic or cultural uses. Thus, the cumulative projects which are primarily housing and retail would align with ABAG's criteria for focusing growth in areas with existing neighborhood-serving uses and infrastructure. Therefore, implementation of the proposed project or project variant in combination with the reasonably foreseeable future projects would not cause a significant cumulative impact related to substantial population growth. This impact would be less than significant, and no mitigation measures are necessary.

### **Employee-Generated Housing Demand**

The past, present, and reasonably foreseeable future projects would add up to approximately 18,920 gross square feet of retail space to the project vicinity, for a total of approximately 123,036 gross square feet of commercial space in combination with the proposed project (67,513 gross square feet in combination with the project variant). Based on the conservative assumption that all new employees would be new San Francisco residents and the conversion and demolition of existing buildings for the cumulative projects would not result in employment decreases, the addition of employment-generating square footage under the reasonably foreseeable future projects could result in approximately 69 new employees within a quarter-mile radius of the project site, for a total of 464 new employees in combination with the proposed project (275 new employees under the project variant).

The 464 new employees would generate a potential demand for about 352 new residential units (275 employees needing 208 new residential units under the project variant).<sup>93</sup> Based on information in ABAG's *Projections 2013* and the city's housing element, the employment-related housing demand associated with the proposed project or project variant and nearby cumulative development projects could be accommodated by the city's projected housing growth between 2020 and 2040 of 67,750 units. Housing demand generated by employees under the proposed project or project variant in combination with past, present, and reasonably foreseeable projects would account for approximately 0.5 percent of projected citywide household growth. The

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<sup>93</sup> Assumes the ABAG 2013 *Projections* figure of 1.32 workers per household for San Francisco in 2020; i.e., employed residents divided by number of households.

proposed project and project variant in combination with the nearby cumulative development projects would add to the city's housing stock and could potentially accommodate some of the new employment-related housing demand. Furthermore, the likelihood that all of the employees would be new to San Francisco is low. Therefore, implementation of the proposed project or project variant in combination with the reasonably foreseeable future projects would not directly induce substantial employment growth in the project vicinity that would cause a substantial adverse physical change to the environment, and implementation of the proposed project or project variant would not result in a significant cumulative impact related to employment growth. This impact would be less than significant, and no mitigation measures are necessary.

### Indirect Growth

Cumulative projects would be located on infill sites in an urbanized area and the proposed improvements would not involve any extension to area roads or other infrastructure that could enable additional development to extend beyond the infill sites or cause additional adverse physical environmental impacts. Therefore, there would be no cumulative impact related to indirect growth.

### Conclusion

For these reasons, the proposed project or project variant in combination with other past, present, and reasonably foreseeable future projects would not result in a significant cumulative impact related to population and housing. This impact would be less than significant, and no mitigation measures are necessary. This topic will not be addressed in the EIR.

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
<b>3. CULTURAL RESOURCES.—Would the project:</b>					
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5, including those resources listed in Article 10 or Article 11 of the San Francisco Planning Code?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code §21074?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Impact CR-1: The proposed project or project variant would cause a substantial adverse change in the significance of a historic architectural resource. (*Potentially Significant*)**

As discussed in Section A, Project Description, the proposed project or project variant entails the demolition of the existing annex building at the northwest corner of the project site and partial demolition of the existing office building at the center of the project site. The existing office building would be adaptively reused as two separate buildings. The proposed project or project variant would also entail the redevelopment of the remaining portion of the 10.25-acre site with 13 new buildings along the perimeter of the site. As previously noted in Section A, Project Description, p. 2, the project site has historically been occupied by large-scale uses. From 1854 to 1946 it was part of the larger Laurel Hill Cemetery (formerly Lone Mountain Cemetery). Laurel Hill Cemetery is listed on the California Register of Historical Resources as California Historical Landmark 760. However, while California Historical Landmark Nos. 770 and above are automatically listed in the California Register of Historical Resources (California register), California Historical Landmark Nos. 769 and lower are based on obsolete criteria and are not automatically listed in the California register. Therefore, although the project site is a portion of California Registered Historical Landmark No. 760, it is not listed on the California register.<sup>94</sup> Impacts related to discovery of archaeological resources and human remains related to Laurel Hill Cemetery are discussed below under Impact CR-2 and Impact CR-3.

The Midcentury Modern-designed corporate campus at 3333 California Street, built between 1955 and 1966, has been evaluated in a Historic Resource Evaluation.<sup>95</sup> It concludes that the property appears eligible for inclusion in the California Register of Historical Resources (California register) at the local level of significance as an individual property under Criterion 1 as an urban adaptation of a typically suburban property type and under Criterion 3 for its uniform Midcentury Modern architectural qualities. A National Register of Historic Places Registration Form has been submitted for review to the California State Historic Preservation Office.<sup>96</sup> As such, the property is considered a “historical resource” for the purposes of the CEQA.

CEQA Guidelines section 15064.5 (b)(2)(C), provides the significance threshold for evaluating impacts on historical resources under CEQA.

The significance of an historical resource is materially impaired when a project [d]emolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance and that justify its eligibility for

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<sup>94</sup> Per California Public Resources Code section 5031(a): “All landmark registrations up to and including Register No. 769, which were approved without the benefit of criteria, shall be approved only if the landmark site conforms to the existing criteria as determined by the California Historical Landmarks Advisory Committee or as to approvals on or after January 1, 1975, by the State Historical Resources Commission.”

<sup>95</sup> LSA, Historic Resource Evaluation (Part 1) for 3333 California Street, December 28, 2017.

<sup>96</sup> Corbett, Michael (Architectural Historian) and Denise Bradley (Landscape Historian), National Register of Historic Places Registration Form for Fireman’s Fund Insurance Company Office at 3333 California Street, San Francisco, California submitted to California State Historic Preservation Office, February 5, 2018.

inclusion in the California Register of Historical Resources as determined by a lead agency for purposes of CEQA.

The partial demolition of the existing office building at the center of the site and the development of the proposed new structures that would surround the adaptively reused office building (Center Building A and Center Building B) could potentially result in a material impairment of the historical resource. Therefore, topic E.3(a) will be addressed in the EIR using the Historic Resource Evaluation (Part 1).<sup>97</sup> The evaluation of the proposed project's or project variant's potential impacts to a historic resource will also be informed by the Planning Department's Historic Resources Evaluation Response, which will be summarized in the EIR. As required under CEQA Guidelines section 15126.6, the EIR will study a reasonable range of alternatives to the proposed project and project variant that would avoid or reduce a significant impact on the historical resource if required.

**Impact CR-2: Construction activities of the proposed project or project variant could cause a substantial adverse change in the significance of an archaeological resource. (*Less than Significant with Mitigation*)**

This section discusses archaeological resources, both as historical resources according to CEQA Guidelines section 15064.5, as well as unique archaeological resources as defined in section 21083.2(g). The potential for encountering archaeological resources is determined by several relevant factors, including archaeological sensitivity criteria and models, local geology, site history, and the extent of a potential project's soils disturbance/modification, as well as any documented information on known archaeological resources in the area.

From 1854 to 1946, the project site and surrounding Laurel Heights/Jordan Park area of the Presidio Heights neighborhood was part of the 55-acre Laurel Hill Cemetery, formerly known as the Lone Mountain Cemetery, which is discussed below. Ground-disturbing construction activities within the project site under the proposed project or project variant have the potential to adversely affect significant prehistoric<sup>98</sup>- and historic-era<sup>99</sup> archaeological resources<sup>100</sup>, if such resources are present within the project site. To evaluate this potential, qualified archaeologists at Environmental Science Associates (ESA) prepared an Archaeological Research Design and Treatment Plan for the 3333 California Street Project.<sup>101</sup> The following discussion summarizes the findings of this investigation.

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<sup>97</sup> San Francisco Planning Department, Preservation Team Review Form (January 11, 2018) confirms and summarizes the findings of the Historic Resource Evaluation (Part 1).

<sup>98</sup> Prehistoric-era archaeological resources are those archaeological resources that date to the pre-European contact era. The earliest period is the Terminal Pleistocene starting at 13,500 BP until 1776, which is the earliest known historic-era contact with Europeans.

<sup>99</sup> Historic-era archaeological resources are those archaeological resources that date to the post-European contact era. In California, that era begins with the Spanish Period at 1776 until 50 years before present.

<sup>100</sup> The term "archaeological resource" here is intended to minimally include any archaeological deposit, feature, burial, or evidence of a burial.

<sup>101</sup> ESA, 3333 California Street Project, City and County of San Francisco: Archaeological Research Design and Treatment Plan, September 25, 2017.

## **Prehistoric Archaeological Resources**

### ***Evaluating the Significance of Prehistoric Archaeological Resources***

Prehistoric archaeological sites qualify as CEQA “historical resources” if they are determined to be eligible for listing on the California register. Prehistoric archaeological resources are typically evaluated relative to their ability to meet Criterion 4: that the site has yielded, or may be likely to yield, information important in prehistory or history (California Code of Regulations 15064.6). A variety of prehistoric archaeological property types may qualify as historical resources if they address research questions considered to be important in the field of prehistoric archaeology. The direct study of prehistoric archaeological sites and artifacts has the potential to yield information about prehistory that is not otherwise addressed or available in the documentary record. Prehistoric archaeological sites would meet Criterion 4 if they address research themes developed for the project area in the Archaeological Research Design and Treatment Plan. Those research themes involve questions of cultural chronology, trade and exchange, socio-political organization, settlement systems, subsistence patterns, subsistence technology, and site formation processes.

### ***Site Sensitivity***

There are no prehistoric archaeological sites recorded within the project area or the quarter-mile records-search buffer surrounding the project area. The closest recorded prehistoric archaeological sites to the project area are CA-SFR-6 and CA-SFR-129, both located more than 1 mile from the project area. Another group of prehistoric archaeological sites (CA-SFR-23, -29, -30, and -31) is located approximately up to 2 miles from the project area.

In San Francisco the majority of recorded prehistoric archaeological sites are within a half mile (2,500 feet) of the historic bay margin, and sensitivity for prehistoric archaeological sites diminishes significantly in areas further than a half mile from the shore (for comparison, the project area is located approximately 1.2 miles from the San Francisco shoreline).<sup>102</sup> For the purpose of this study, an analysis of sensitivity for buried prehistoric archaeological resources is based on the relative age of geologic formations, as well as the location of level areas in the vicinity of present or former water courses. The general vicinity of the project area is largely lacking in creeks. Historical maps indicate the nearest fresh water source may have been a small lagoon approximately a third of a mile west of the project area.

Stratigraphically, the project area is underlain by approximately 3 to 10 feet of fill. The fill is underlain by layers of stiff to very stiff clay and medium dense to dense sand and clayey sand to depths of approximately 7 to 31 feet below ground surface. Bedrock, consisting of sandstone and

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<sup>102</sup> Kaijankoski, Philip, Brian F. Bird, and Jack Meyer, Preliminary Prehistoric Archaeological Testing Report for the Southeast Water Pollution Control Plant, San Francisco, California. Prepared for the San Francisco Public Utilities Commission, 2015.

serpentine, is below the clay and sand deposits. Bedrock is relatively shallow, 7 to 17 feet below ground surface, at the southern and eastern portion of the project area. The bedrock surface is relatively deep, at approximately 31 feet below ground surface, in the northwestern portion of the project area.<sup>103</sup> Further, during modern and historic times, the project area has been developed a number of times. This development has included importing fill and grading and excavation for new structures. As such, both the modern and the historic ground surface were highly disturbed and there is low sensitivity for surficial or near-surface prehistoric archaeological deposits in the project area.

In general terms, there is a higher sensitivity for buried prehistoric archaeological resources in the northern portion of the project area where the bedrock is deepest, and there is a lower sensitivity where bedrock is shallow in the southern part of the project area. The exceptions to the overall moderate sensitivity for buried prehistoric archaeological resources within the project area are areas where previous deep ground disturbance occurred for construction of the existing below-grade parking. Those areas have a low sensitivity for the presence of buried prehistoric archaeological resources. In terms of the potential to encounter buried prehistoric archaeological resources during project-related ground disturbance, only those areas with planned deep excavation and grading outside of the areas of previous deep ground disturbance have a moderate potential to encounter buried prehistoric archaeological resources. In all other portions of the project area, including areas with no planned excavation or grading, or those areas that were previously impacted by deep excavation for below-grade parking, there is a low potential to encounter buried prehistoric archaeological resources. However, even in those areas of the project site where there is a low potential for encountering prehistoric archaeological resources, the presence of such resources cannot be conclusively ruled out.

## **Historical Archaeological Resources**

### ***Evaluating the Significance of Historic-Period Archaeological Resources***

Similar to prehistoric archaeological sites, historic-period archaeological sites qualify as CEQA “historical resources” if they are determined to be eligible for listing on the California register. Historic-period archaeological resources are typically evaluated relative to their ability to meet Criterion 4: that the site has yielded, or may be likely to yield, information important in prehistory or history (California Code of Regulations 15064.6). Direct study of such resources should yield important scientific and historical information that is not otherwise addressed or available in the historical documentary record. As discussed further below, the project site was part of a cemetery from the mid-1850s to the 1940s and may continue to contain historic burials or other features associated with the cemetery. Historic-period burials as a historical archaeological property type include European American human remains or burials from the cemetery. These burials can answer

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<sup>103</sup> Langan Treadwell Rollo, Preliminary Geotechnical Investigation, 3333 California Street, San Francisco, December 3, 2014, p. 5.

research questions regarding historic-period burial practices, 19<sup>th</sup> century health and disease, and ethnicity and migration within San Francisco.

### ***Site Sensitivity***

This section discusses the archaeological sensitivity of the project area for historical archaeological deposits. It identifies areas of historical archaeological sensitivity; in addition, this section identifies portions of the project area that are considered to have low sensitivity for historical archaeological deposits. Historic maps and aerial photographs, in combination with an analysis of historical land transformation of the project area, provide the most comprehensive data for predicting historical archaeological sensitivity of the project area. The project area was part of the Lone Mountain, and later Laurel Hill, Cemetery from the mid-1850s to the 1940s. As a result, the proposed project or project variant has a high historic archaeological sensitivity based on the possible presence of historic burials or other features associated with the cemetery.

Based on a review of previously completed projects in former San Francisco cemeteries, there is a high-level of certainty that not all burials from the Laurel Hill Cemetery were successfully removed in the early 1940s. The entire project area has been developed since the removal of the Laurel Hill Cemetery. If burials remained in the former cemetery during prior grading operations, there is the possibility that remnants of burials, including human bone, artifacts, and coffin fragments or hardware, may have become intermixed with the fill and could be located anywhere within the fill stratum blanketing the project area. Therefore, there is a high sensitivity for the entire horizontal extent of the project area to contain buried historical archaeological remains, with the exception of the area of previous deep ground disturbance for existing below-grade parking in the 1950s or 1960s, which would have destroyed any archaeological resources.

The project area is sensitive for historic archaeological remains from the surface to approximately 20 feet below ground surface. Similar to the situation described above for prehistoric archaeological resources, in general terms, there is a higher sensitivity for buried historic archaeological resources in the northern portion of the project area where the dune sand stratum is deepest, and there is a lower sensitivity in the southern part of the project area where the dune sand is shallow.

Areas with planned deep excavation and grading outside of the areas of previous deep ground disturbance have a high potential to encounter historic archaeological resources. In all other portions of the project area, including areas with no planned excavation or grading, or those areas that were previously impacted by deep excavation for below-grade parking, there is a low potential to encounter historic archaeological resources.

### **Conclusion**

The proposed project or project variant has the potential to adversely impact significant prehistoric and historical archaeological resources, if such resources are present within the project site. In order

to reduce the potential impact on archaeological resources to a less-than-significant level, an Archaeological Testing Program will be undertaken. Implementation of Mitigation Measure M-CR-2a: Archaeological Testing, Monitoring, Data Recovery and Reporting, and Mitigation Measure M-CR-2b: Interpretation, would reduce the impact to a less-than-significant level.

### **Mitigation Measure M-CR-2a: Archaeological Testing, Monitoring, Data Recovery and Reporting**

Based on a reasonable presumption that archaeological resources may be present within the project site, the following measures shall be undertaken to avoid any potentially significant adverse effect from the project on buried historical or prehistoric resources. The project sponsor shall retain the services of an archaeological consultant from rotation of the Department Qualified Archaeological Consultants List maintained by the Planning Department archaeologist. The project sponsor shall contact the Department archaeologist to obtain the names and contact information for the next three archaeological consultants on the qualified archaeological consultants list. The archaeological consultant shall undertake an archaeological testing program as specified in the Archaeological Research Design and Treatment Plan and outlined below. In addition, the consultant shall be available to conduct an archaeological monitoring program, as required pursuant to this measure. The archaeological consultant's work shall be conducted in accordance with this measure at the direction of the Environmental Review Officer (ERO). All plans and reports prepared by the consultant as specified herein shall be submitted first and directly to the ERO for review and comment, and shall be considered draft reports subject to revision until final approval by the ERO. Archaeological monitoring and/or testing programs required by this measure could suspend construction of the project for up to a maximum of four weeks. At the direction of the ERO, the suspension of construction can be extended beyond four weeks only if such a suspension is the only feasible means to reduce to a less than significant level potential effects on a significant archaeological resource as defined in CEQA Guidelines section 15064.5 (a) and (c).

#### Consultation with Descendant Communities

On discovery of an archaeological site<sup>104</sup> associated with descendant Native Americans, the Overseas Chinese, or other potentially interested descendant group, an appropriate representative<sup>105</sup> of the descendant group and the ERO shall be contacted. The representative of the descendant group shall be given the opportunity to monitor archaeological field investigations of the site and to consult with the ERO regarding appropriate archaeological treatment of the site, of recovered data from the site, and, if applicable, any interpretative treatment of the associated archaeological site per Mitigation Measure M-CR-2b (below). A copy of the Final Archaeological Resources Report shall be provided to the representative of the descendant group.

#### Archaeological Testing Program

The archaeological consultant shall prepare and submit to the ERO for review and approval an archaeological testing plan (ATP) that tiers off the Archaeological Research Design and Treatment Plan. The purpose of the archaeological testing program will be to determine to

<sup>104</sup> The term "archaeological site" is intended here to minimally include any archaeological deposit, feature, burial, or evidence of burial.

<sup>105</sup> An "appropriate representative" of the descendant group is here defined to mean, in the case of Native Americans, any individual listed in the current Native American Contact List for the City and County of San Francisco maintained by the California Native American Heritage Commission and in the case of the Overseas Chinese, the Chinese Historical Society of America.



the extent possible the presence or absence of archaeological resources and to identify and to evaluate whether any archaeological resource encountered on the site constitutes an historical resource under CEQA.

At the completion of the archaeological testing program, the archaeological consultant shall submit a written report of the findings to the ERO. If based on the archaeological testing program the archaeological consultant finds that significant archaeological resources may be present, the ERO in consultation with the archaeological consultant shall determine if additional measures are warranted. Additional measures that may be undertaken include additional archaeological testing, archaeological monitoring, and/or an archaeological data recovery program. If the ERO determines that a significant archaeological resource is present and that the resource could be adversely affected by the project, at the discretion of the project sponsor either:

- A) The project shall be redesigned so as to avoid any adverse effect on the significant archaeological resource; or
- B) A data recovery program shall be implemented, unless the ERO determines that the archaeological resource is of greater interpretive than research significance and that interpretive use of the resource is feasible.

#### Archaeological Monitoring Program

If the ERO in consultation with the archaeological consultant determines that an archaeological monitoring program (AMP) shall be implemented, the AMP would minimally include the following provisions:

- The archaeological consultant, project sponsor, and ERO shall meet and consult on the scope of the AMP prior to any project-related soils disturbing activities commencing. The ERO in consultation with the archaeological consultant shall determine what project activities shall be archaeologically monitored. A single AMP or multiple AMPs may be produced to address project phasing. In most cases, any soils-disturbing activities, such as demolition, foundation removal, excavation, grading, utilities installation, foundation work, driving of piles (foundation, shoring, etc.), site remediation, etc., shall require archaeological monitoring because of the risk these activities pose to potential archaeological resources and to their depositional context. The archaeological consultant shall advise all project contractors to be on the alert for evidence of the presence of the expected resource(s), of how to identify the evidence of the expected resource(s), and of the appropriate protocol in the event of apparent discovery of an archaeological resource;
- The archaeological monitor(s) shall be present on the project site according to a schedule agreed upon by the archaeological consultant and the ERO until the ERO has, in consultation with project archaeological consultant, determined that project construction activities could have no effects on significant archaeological deposits; and
- The archaeological monitor shall record and be authorized to collect soil samples and artifactual/ecofactual material as warranted for analysis.

If an intact archaeological deposit is encountered, all soils-disturbing activities in the vicinity of the deposit shall cease. The archaeological monitor shall be empowered to temporarily redirect demolition/excavation/pile driving/construction activities and equipment until the deposit is evaluated. If in the case of pile driving activity (foundation, shoring, etc.), the archaeological monitor has cause to believe that the pile driving activity may affect an archaeological resource, pile driving activity that may affect the

archaeological resource shall be suspended until an appropriate evaluation of the resource has been made in consultation with the ERO. The archaeological consultant shall immediately notify the ERO of the encountered archaeological deposit. The archaeological consultant shall make a reasonable effort to assess the identity, integrity, and significance of the encountered archaeological deposit, and present the findings of this assessment to the ERO. If the ERO determines that a significant archaeological resource is present and that the resource could be adversely affected by the project, at the discretion of the project sponsor either:

- A) The project shall be redesigned so as to avoid any adverse effect on the significant archaeological resource; or
- B) A data recovery program shall be implemented, unless the ERO determines that the archaeological resource is of greater interpretive than research significance and that interpretive use of the resource is feasible.

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

#### Archaeological Data Recovery Program

If the ERO, in consultation with the archaeological consultant, determines that an archaeological data recovery program shall be implemented based on the presence of a significant resource, the archaeological data recovery program shall be conducted in accord with an archaeological data recovery plan (ADRP). No archaeological data recovery shall be undertaken without the prior approval of the ERO or the Planning Department archaeologist. The archaeological consultant, project sponsor, and ERO shall meet and consult on the scope of the ADRP prior to preparation of a draft ADRP. The archaeological consultant shall submit a draft ADRP to the ERO. The ADRP shall identify how the proposed data recovery program will preserve the significant information the archaeological resource is expected to contain. That is, the ADRP will identify what scientific/historical research questions are applicable to the expected resource, what data classes the resource is expected to possess, and how the expected data classes would address the applicable research questions. Data recovery, in general, shall be limited to the portions of the historical property that could be adversely affected by the proposed project. Destructive data recovery methods shall not be applied to portions of the archaeological resources if nondestructive methods are practical.

The scope of the ADRP shall include the following elements:

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

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

#### Human Remains and Associated or Unassociated Funerary Objects

The treatment of human remains and of associated or unassociated funerary objects discovered during any soils disturbing activity shall comply with applicable State and Federal laws. This shall include immediate notification of the ERO and the Medical Examiner of the City and County of San Francisco and in the event of the Medical Examiner's determination that the human remains are Native American remains, notification of the California State Native American Heritage Commission (NAHC) who shall appoint a Most Likely Descendant (MLD) (Public Resources Code section 5097.98). The archaeological consultant, project sponsor, ERO, and MLD shall make all reasonable efforts to develop an agreement for the treatment of, with appropriate dignity, human remains and associated or unassociated funerary objects (CEQA Guidelines section 15064.5(d)). The agreement shall take into consideration the appropriate excavation, removal, recordation, analysis, custodianship, curation, and final disposition of the human remains and associated or unassociated funerary objects. Nothing in existing State regulations or in this mitigation measure compels the project sponsor and the ERO to accept recommendations of an MLD. The archaeological consultant shall retain possession of any Native American human remains and associated or unassociated burial objects until completion of any scientific analyses of the human remains or objects as specified in the treatment agreement if such agreement has been made or, otherwise, as determined by the archaeological consultant and the ERO.

Treatment of historic-period human remains and of associated or unassociated funerary objects discovered during any soil-disturbing activity will additionally follow protocols laid out in the Archaeological Research Design and Treatment Plan, the ATP, and any agreement established between the project sponsor, Medical Examiner and the ERO.

#### Final Archaeological Resources Report

The archaeological consultant shall submit a Final Archaeological Resources Report (FARR) to the ERO that evaluates the historical significance of any discovered archaeological resource and describes the archaeological and historical research methods employed in the archaeological testing/monitoring/data recovery program(s) undertaken. Information that may put at risk any archaeological resource shall be provided in a separate removable insert within the FARR. The FARR may be submitted at the conclusion of all construction activities associated with the project.

Once approved by the ERO, copies of the FARR shall be distributed as follows: California Archaeological Site Survey Northwest Information Center (NWIC) shall receive one (1) copy and the ERO shall receive a copy of the transmittal of the FARR to the NWIC. The Environmental Planning division of the Planning Department shall receive one bound, one unbound and one unlocked, searchable PDF copy on CD of the FARR along with copies of any formal site recordation forms (CA Department of Parks and Recreation [DPR] 523 series) and/or documentation for nomination to the National Register of Historic Places (National register)/California Register of Historical Resources (California register). In instances of high public interest in or the high interpretive value of the resource, the ERO may require a different final report content, format, and distribution than that presented above.

### **Mitigation Measure M-CR-2b: Interpretation**

Based on a reasonable presumption that archaeological resources may be present within the project site, and to the extent that the potential significance of some such resources is premised on the California register Criteria 1 (Events), 2 (Persons), and/or 3 (Design/Construction), the following measure shall be undertaken to avoid any potentially significant adverse effect from the project on buried historical resources if significant archaeological resources are discovered.

The project sponsor shall implement an approved program for interpretation of significant archaeological resources. The project sponsor shall retain the services of a qualified archaeological consultant from the rotational qualified archaeological consultant list maintained by the Planning Department archaeologist having expertise in California urban historical and prehistoric archaeology. The archaeological consultant shall develop a feasible, resource-specific program for post-recovery interpretation of resources. The particular program for interpretation of artifacts that are encountered within the project site will depend upon the results of the data recovery program and will be the subject of continued discussion between the ERO, consulting archaeologist, and the project sponsor. Such a program may include, but is not limited to, any of the following (as outlined in the Archaeological Research Design and Treatment Plan): lectures, exhibits, websites, video documentaries, and preservation and display of archaeological materials. To the extent feasible, the interpretive program shall be part of a larger, coordinated public interpretation strategy for the project area.

The archaeological consultant's work shall be conducted at the direction of the ERO, and in consultation with the project sponsor. All plans and recommendations for interpretation by the consultant shall be submitted first and directly to the ERO for review and comment, and shall be considered draft reports subject to revision until final approval by the ERO.

Implementation of the approved plans described in Mitigation Measure M-CR-2a would ensure that the significance of any National register/California register-eligible archaeological resource would be preserved and/or retained in place. If significant cultural resources are discovered, impacts would be mitigated through Mitigation Measures M-CR-2a and M-CR-2b. Implementation of the approved plans for testing, monitoring, and data recovery would preserve and realize the information potential of archaeological resources. The recovery, documentation, and interpretation of information about archaeological resources that may be encountered within the project site would enhance knowledge of prehistory and history. This information would be available to future archaeological studies, contributing to the collective body of scientific and historic knowledge. With the implementation of Mitigation Measures M-CR-2a and M-CR-2b, the proposed project or project variant would not cause a substantial adverse change to the significance of an archaeological resource, if present within the project site. Therefore, this impact would be less than significant with mitigation.

### **Impact CR-3: Construction activities of the proposed project or project variant could disturb human remains, if such remains are present within the project site. (*Less than Significant with Mitigation*)**

The 2014 discovery of deeply buried Native American human remains in downtown San Francisco in a location and stratum that had previously been assessed to have a low potential for yielding

archaeological remains demonstrates gaps in the current understanding of prehistoric land use history. Given this lack of understanding, although unlikely, it is possible Native American human remains may be encountered during project construction. Further, there is a high potential for the proposed project or project variant to encounter human remains associated with the historic-era Laurel Hill Cemetery.

If human remains associated with historic burials in the Laurel Hill Cemetery are encountered during either the archaeological testing or data recovery phases, or during construction-related ground disturbance either with or without an archaeological monitor present, work in the immediate area shall be halted, a 100-foot-diameter buffer established, and arrangements made to protect the remains in place. The treatment of human remains associated with historic burials in the Laurel Hill Cemetery and associated and unassociated funerary objects discovered during any ground-disturbing activity shall comply with applicable state laws and the protocols identified in the archaeological research design and treatment plan, including section 7050.5 of the health and safety code, which shall include immediate notification of the Medical Examiner and the ERO.

To avoid impacts to human remains, if such remains are present in the project site, Mitigation Measure M-CR-2a (discussed above) should be followed. That mitigation measure calls for compliance with applicable state and federal laws and the protocols identified in the archaeological research design and treatment plan regarding the treatment of human remains and of associated or unassociated funerary objects discovered during any soils-disturbing activity. If required by the ERO, Mitigation Measure M-CR-2b (discussed above) should be followed for the interpretation of human remains and associated and unassociated funerary objects associated with the Laurel Hill Cemetery.

## **Conclusion**

The proposed project or project variant has the potential to adversely impact human remains, if such resources are present within the project site. In order to reduce the potential impact on human remains to a less-than-significant level, Mitigation Measure M-CR-2a should be implemented, which would reduce the impact to a less-than-significant level.

### **Impact CR-4: Construction activities of the proposed project or project variant could disturb tribal cultural resources, if such resources are present within the project site. (*Less than Significant with Mitigation*)**

CEQA section 21074.2 requires the lead agency to consider the effects of a project on tribal cultural resources. As defined in section 21074, tribal cultural resources are sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are listed, or determined to be eligible for listing, on the national, state, or local register of historical resources. Pursuant to CEQA section 21080.3.1(d), on September 21, 2017, the Planning Department contacted Native American individuals and organizations for the San Francisco area, providing a description of the project and requesting comments on the identification, presence, and

significance of tribal cultural resources in the project vicinity.<sup>106</sup> During the 30-day comment period, no Native American tribal representatives contacted the Planning Department to request consultation.

Based on the background research, there are no known tribal cultural resources in the project area; however, as discussed under Impact CR-2, the project site is an archaeologically sensitive area with a moderate potential for prehistoric archaeological resources. Prehistoric archaeological resources may also be considered tribal cultural resources. In the event that construction activities disturb unknown archaeological sites that are considered tribal cultural resources, any inadvertent damage would be considered a significant impact.

With implementation of Mitigation Measure M-CR-4: Tribal Cultural Resources Interpretive Program, impacts to previously unknown tribal cultural resources would be reduced to a less-than-significant level.

#### **Mitigation Measure M-CR-4: Tribal Cultural Resources Interpretive Program**

If the Environmental Review Officer (ERO) determines that a significant archaeological resource is present, and if in consultation with the affiliated Native American tribal representatives, the ERO determines that the resource constitutes a tribal cultural resource (TCR) and that the resource could be adversely affected by the proposed project, the proposed project shall be redesigned so as to avoid any adverse effect on the significant tribal cultural resource, if feasible.

If the ERO, in consultation with the affiliated Native American tribal representatives and the project sponsor, determines that preservation-in-place of the tribal cultural resources is not a sufficient or feasible option, the project sponsor shall implement an interpretive program of the TCR in consultation with affiliated tribal representatives. An interpretive plan produced in consultation with the ERO and affiliated tribal representatives, at a minimum, and approved by the ERO would be required to guide the interpretive program. The plan shall identify, as appropriate, proposed locations for installations or displays, the proposed content and materials of those displays or installation, the producers or artists of the displays or installation, and a long- term maintenance program. The interpretive program may include artist installations, preferably by local Native American artists, oral histories with local Native Americans, artifacts displays and interpretation, and educational panels or other informational displays.

#### **Conclusion**

In the event that construction activities disturb unknown archaeological sites that are considered tribal cultural resources, any inadvertent damage would be considered a significant impact. With implementation of Mitigation Measures M-CR-2a, M-CR-2b, and M-CR-4, as described above, the proposed project or project variant would have a less-than-significant impact on previously unknown tribal cultural resources.

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<sup>106</sup> San Francisco Planning Department, Tribal Notification Regarding Tribal Cultural Resources and CEQA, September 21, 2017.

**Impact C-CR-1: The proposed project or project variant, in combination with past, present, and reasonably foreseeable future projects in the vicinity, would result in a cumulatively considerable contribution to significant cumulative impacts on as-yet unknown archaeological resources, human remains, or tribal cultural resources. (*Less than Significant with Mitigation*)**

The project site is part of a larger area that was part of the Lone Mountain, and later Laurel Hill, Cemetery from the mid-1850s to the 1940s. Ground-disturbing activities of past, present, and reasonably foreseeable future projects in the project vicinity have the potential to disturb previously unidentified archaeological resources such as historic burials or other features associated with the Lone Mountain and/or Laurel Hill cemetery that could yield information pertaining to common research themes identified for the proposed project or project variant in the Archaeological Research Design and Treatment Plan (prehistoric cultural chronology, trade and exchange, socio-political organization, settlement systems, subsistence patterns and technology, and site formation processes, as well as research questions regarding historic burial practice, 19<sup>th</sup> century health and disease, and ethnicity and migration). Accordingly, the proposed project or project variant, in combination with past, present, and reasonably foreseeable future projects, could result in a significant cumulative impact on archaeological resources associated with the cemetery. As such, the potential disturbance of archaeological resources within the project site could make a cumulatively considerable contribution to a cumulative loss of significant prehistoric information about trade and exchange, socio-political organization, settlement systems, subsistence patterns and technology, and site formation processes as well as historic information about burial practice, 19<sup>th</sup> century health and disease, and ethnicity and migration all of which would contribute to the development of California, Bay Area, and San Francisco history.

As discussed above, implementation of the approved plans for testing, monitoring, and data recovery would preserve and realize the information potential of archaeological resources. The recovery, documentation, and interpretation of information about archaeological resources that may be encountered within the project site would enhance knowledge of prehistory and history. This information would be available to future archaeological studies, contributing to the collective body of scientific and historic knowledge. With implementation of Mitigation Measure M-CR-2a: Archaeological Testing, Monitoring, Data Recovery and Reporting, Mitigation Measure M-CR-2b: Interpretation, and Mitigation Measure M-CR-4: Tribal Cultural Resources Interpretive Program, the proposed project's or project variant's contribution to any potential cumulative impacts related to archaeological resources, human remains, or tribal cultural resources would not be cumulatively considerable.

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
<b>4. TRANSPORTATION AND CIRCULATION.— Would the project:</b>					
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location, that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Result in inadequate emergency access?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The project site is not located within an airport land use plan area or in the vicinity of a private airstrip. Therefore, topic E.4(c) is not applicable to the proposed project or project variant.

**Impact TR-1: The proposed project or project variant may conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, and freeways, pedestrian and bicycle paths, and mass transit. (Potentially Significant)**

The proposed project or project variant would increase auto, transit, pedestrian, and bicycle trips to and from the project site and would modify existing and create new ingress and egress points to the project site. The proposed project or project variant has the potential to result in increased demand on the local transportation system, including the roadway network, transit service, pedestrian and bicycle facilities, vehicle parking, and passenger and freight loading/service vehicle accommodations, which could result in significant project-specific transportation and cumulative transportation impacts. The proposed project and project variant may also cause substantial additional vehicle miles traveled. The proposed project and project variant would not substantially



induce additional automobile travel by increasing physical roadway capacity in congested areas (i.e., by adding new mixed-flow travel lanes) or by adding new roadways to the network; however, it would introduce new and intensified land uses at the project site and would implement various changes to circulation patterns. The EIR will examine existing transportation and circulation conditions and assess the proposed project and project variant's net-new daily and PM peak hour trips and their impacts on circulation, transit, passenger and freight loading operations, bicyclists and pedestrians, and emergency access.

These potential effects will be examined in the EIR.

**Impact TR-2: The proposed project or project variant could conflict with an applicable congestion management program, including but not limited to travel demand measures established by the county congestion management agency for designated roads or highways. (Potentially Significant)**

As part of Senate Bill 743 and consistent with the pending update to the CEQA Guidelines, the determination of the significance of transportation impacts is no longer premised on intersection level of service but on vehicle miles traveled. As discussed above under Section D, Summary of Environmental Effects, pp. 106-107, the amendments to the CEQA Guidelines reflecting this change were forwarded by the Office of Planning and Research to the Resources Agency for the next step in rulemaking in November 2017 and that process is ongoing. On March 3, 2016, in anticipation of the future certification of the revised CEQA Guidelines, the San Francisco Planning Commission adopted a resolution (consistent with the Office of Planning and Research's recommendation) to use the vehicle miles traveled metric instead of automobile delay (as measured by level of service) to evaluate the transportation impacts of projects (Resolution 19579).<sup>107</sup>

The proposed project or project variant may cause substantial additional vehicle miles traveled (per capita, per service population, or other appropriate efficiency measure) and will be further evaluated in the EIR. The proposed project or project variant could conflict with an applicable congestion management program such that a significant impact on the environment may occur. This potential effect will be examined in the EIR.

**Impact TR-3: The proposed project or project variant could result in substantially increased safety hazards due to particular design features (e.g., sharp curves or dangerous intersections) or incompatible uses. (Potentially Significant)**

The EIR for the proposed project and project variant will evaluate whether the implementation of the proposed project or project variant, which includes the reconfiguration of the intersections at Presidio Avenue/Masonic Avenue/Pine Street, Masonic and Euclid avenues, and Laurel Street/Mayfair Drive, and the introduction of new ingress and egress points to the project site,

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<sup>107</sup> San Francisco Planning Department, 2016, Executive Summary: Resolution Modifying Transportation Impact Analysis, Hearing date: March 3, 2016, [http://commissions.sfplanning.org/cpcpackets/Align-CPC%20exec%20summary\\_20160303\\_Final.pdf](http://commissions.sfplanning.org/cpcpackets/Align-CPC%20exec%20summary_20160303_Final.pdf), accessed April 19, 2018.

would result in design feature(s), such as the location of garage or building entrances for pedestrians, which may increase the potential for safety hazards. This potential effect will be examined in the EIR.

**Impact TR-4: The proposed project or project variant could result in inadequate emergency access. *(Potentially Significant)***

The proposed project or project variant would result in the demolition of the existing annex building and partial demolition of the existing office building and the development of residential, retail, office, child care, and associated parking uses on the project site as well as reconfiguration of adjacent intersections. As a result, the proposed project or project variant would modify the local circulation pattern, including ingress and egress points, and would change and intensify land uses at the project site. The EIR will evaluate the effect of changes in emergency access associated with the proposed project and project variant.

**Impact TR-5: The proposed project could conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities, or cause a substantial increase in transit demand which cannot be accommodated by existing or proposed transit capacity or alternative travel modes. *(Potentially Significant)***

The introduction of new residential, retail, office, child care, and associated parking uses as well as open space, the trips generated by those uses, and changes to the circulation pattern in the area could conflict with adopted policies, plans, or programs regarding transit, bicycle, or pedestrian facilities. These potential effects will be examined in the EIR.

**Impact-C-TR-1: The proposed project or project variant, in combination with past, present, and reasonably foreseeable future projects in the project site vicinity, could result in a cumulatively considerable contribution to significant transportation and circulation impacts. *(Potentially Significant)***

Transportation and circulation impacts associated with the proposed project and project variant could substantially contribute to cumulative transportation impacts. The EIR will evaluate the effects of the proposed project and project variant in conjunction with the effects projected to occur from past, present, and reasonably foreseeable future projects and background growth anticipated within both the neighborhood and citywide context.

Combined, the data will then be used to determine whether there would be any cumulative impacts on VMT, circulation, transit, passenger and commercial loading operations, bicyclists and pedestrians, and emergency access, and the contribution of the proposed project and project variant to those impacts.

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
<b>5. NOISE.—Would the project result in:</b>					
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan area, or, where such a plan has not been adopted, in an area within two miles of a public airport or public use airport, would the project expose people residing or working in the area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project located in the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The project site is not located within an area covered by an airport land use plan, within two miles of a public airport or a public use airport, or in the vicinity of a private airstrip. Therefore, topics E.5(e) and E.5(f) are not applicable to the proposed project or project variant.

The project site is surrounded by existing residential uses that are considered sensitive receptors for purposes of a noise and vibration analysis. The proposed project or project variant would introduce new sensitive receptors (e.g., new residential and child care uses) to the project site. Due to the proposed construction phasing program, which could last between 7 to 15 years, some of the on-site sensitive receptors (depending on the Phase of the construction program and overlapping construction activities) could be subject to construction and operational noise from buildout of the proposed project or project variant. The noise-related effects of the proposed project or project variant's construction and operations will be addressed in the EIR.

**Impact NO-1: The proposed project or project variant could expose persons to noise levels in excess of standards established in the local general plan or noise ordinance and could result in a substantial permanent increase in ambient noise levels in the project vicinity. (*Potentially Significant*)**

The proposed project and project variant are mixed-use projects that would include residential development. The general plan contains Land Use Compatibility Guidelines for Community Noise,

which provides noise compatibility for various land uses.<sup>108</sup> Residential uses are considered compatible within areas with a noise level of up to 60 A-weighted decibels (dBA) day night average sound level (Ldn) or less.<sup>109</sup> With implementation of the proposed project or project variant, future project-generated traffic could result in an increase of traffic noise at the project site and in the project site vicinity. Where the proposed development exceeds the compatible land use noise category, a detailed analysis of noise reduction measures is required and should be incorporated in the design of the proposed project or project variant, per the housing element of the general plan.<sup>110</sup>

Once operational, the proposed project or project variant would generate additional vehicle trips in the vicinity of the project site. The increase in vehicle trips would result in an increase in traffic noise levels along the roadways in the vicinity of the project site. Other noise sources associated with the proposed project or project variant would include the proposed buildings' mechanical equipment (e.g., emergency generators, air conditioning equipment), the children's play area associated with the proposed child care use, and open spaces (e.g., people gathering), which could result in an increase in ambient noise levels.

Based on these project activities, the proposed project or project variant could result in an increase in ambient noise levels and could exacerbate existing or future noise levels. Therefore, potential noise impacts on both the surrounding and the proposed project's or project variant's sensitive receptors will be further evaluated in the EIR. The evaluation will include a detailed analysis of noise compatibility standards for residential uses, analysis of the potential long-term noise impacts from the proposed project or project variant (i.e., roadway traffic noise and mechanical equipment).

**Impact NO-2: Construction of the proposed project or project variant could result in a temporary or periodic increase in ambient noise levels. (*Potentially Significant*)**

Construction activities associated with the proposed project or project variant would use typical construction equipment (e.g., excavator, bulldozer, drill rigs) that could generate noise levels exceeding limits identified in the San Francisco Noise Control Ordinance.<sup>111</sup> Section 2907(a) of the Noise Control Ordinance limits noise levels from construction equipment to a maximum of 80 dBA at 100 feet (or other equivalent noise level at another distance) from the project site or noise source between 7 a.m. and 8 p.m. Typical construction equipment would generate noise level from

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<sup>108</sup> City and County of San Francisco, Policy 11.1 in the Environmental Protection Element of the San Francisco General Plan.

<sup>109</sup> The frequency weighting most often used to evaluate environmental noise is "A weighting" because it best reflects how humans perceive noise. Measurements from instruments using this system, and associated noise levels, are reported in "A weighted decibels," or dBA.

<sup>110</sup> City and County of San Francisco, Implementing Program 17 and Implementing Program 18 under Adequate Sites, Objective 1, in Appendix C of the Housing Element of the San Francisco General Plan, adopted April 27, 2015.

<sup>111</sup> City and County of San Francisco, San Francisco Police Code, Article 29, Regulation of Noise, Guidelines for Noise Control Ordinance Monitoring and Enforcement, December 2014, <https://www.sfdph.org/dph/files/EHSdocs/ehsNoise/GuidelinesNoiseEnforcement.pdf>, accessed October 2, 2017.

approximately 73 dBA (e.g., generator) to 90 dBA (e.g., mounted impact hammer with hoe ram) at a distance of 50 feet from the equipment.<sup>112</sup> Pile driving is not proposed; however, excavation in the southeast portion of the project site would encounter bedrock and would require impact equipment. The noise level from the impact construction equipment at a distance of 100 feet (estimated to be up to 84 dBA) could exceed the city's noise ordinance limit.

Based on these construction activities, the proposed project or project variant could result in a temporary increase in ambient noise levels and could temporarily exacerbate existing or future noise levels. Therefore, potential construction-related noise impacts on both the surrounding and the proposed project's or project variant's sensitive receptors will be further evaluated in the EIR.

**Impact NO-3: Construction and operation of the proposed project or project variant could generate excessive ground-borne vibration or ground-borne noise levels exposing persons to annoyance and resulting in the potential for damage to buildings. (Potentially Significant)**

Construction activities associated with the proposed project and project variant would utilize earthmoving construction equipment (e.g., excavator, bulldozer, drill rigs), which could generate excessive groundborne vibration and noise levels at the existing nearby structures and sensitive uses (i.e., residential and day care uses).<sup>113</sup> The groundborne vibration and noise that would be generated by the proposed construction equipment could result in annoyance for sensitive receptors in close proximity of the construction site, and due to the length of construction, future onsite residents. Groundborne vibration could also result in structural damage to the existing office building and the adjacent SF Fire Credit Union. Operation of the proposed project or project variant associated with freight loading, trash collection services, and other property maintenance activities could include the use of equipment with the potential to generate groundborne vibration and noise. Therefore, the potential groundborne vibration and noise impacts associated with the construction and operation of the proposed project or project variant will be further evaluated in the EIR.

**Impact C-NO-1: The proposed project or project variant, in combination with past, present, and reasonably foreseeable future projects in the site vicinity, could result in a cumulatively considerable contribution to significant cumulative impacts related to noise and vibration. (Potentially Significant)**

The proposed project or project variant, together with other past, present, and reasonably foreseeable future projects, could generate noise and vibration. Construction-generated noise and vibration levels would be localized and could impact sensitive receptors in close proximity to construction areas. Construction-generated noise and vibration levels could also affect onsite receptors during later phases of construction because earlier phases would have been completed

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<sup>112</sup> Federal Highway Administration, Federal Highway Administration Roadway Construction Noise Model User's Guide, Final Report, January 2006, Table 1, p. 3, [https://www.fhwa.dot.gov/environment/noise/construction\\_noise/rcnm/rcnm.pdf](https://www.fhwa.dot.gov/environment/noise/construction_noise/rcnm/rcnm.pdf), accessed October 2, 2017.

<sup>113</sup> Equipment that creates blows or impacts on the ground surface produces vibrational waves, called groundborne vibration, that radiate along the surface of the earth and downward into the earth, potentially resulting in effects that range from annoyance to structural damage.

and new or adaptively reused buildings would be presumed to be occupied. Although construction activities from the proposed project or project variant and the other nearby projects would be required to comply with city's Noise Control Ordinance, cumulative construction noise and vibration impacts could occur if construction activities for nearby projects overlap with those for the proposed project or project variant.

Cumulative operational noise would include onsite noise sources (e.g., mechanical equipment) and offsite noise sources (e.g., automobile traffic). Onsite noise sources, such as mechanical equipment from the proposed project or project variant and other nearby projects, would be required to comply with the city's Noise Control Ordinance. However, offsite auto traffic from the proposed project or project variant together with traffic from other nearby projects could contribute to overall cumulative noise along nearby roadway segments.

Therefore, the EIR will include an evaluation of the potential contribution of the proposed project or project variant to cumulative noise and vibration impacts.

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
<b>6. AIR QUALITY.—Would the project:</b>					
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal, state, or regional ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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

Specifically, the air district has the responsibility to monitor ambient air pollutant levels throughout the air basin and to develop and implement strategies to attain the applicable federal and state standards. In accordance with the state and federal clean air acts, air pollutant standards are

identified for the following six criteria air pollutants: ozone (O<sub>3</sub>), carbon monoxide (CO), particulate matter (PM), nitrogen dioxide (NO<sub>2</sub>), sulfur dioxide (SO<sub>2</sub>), and lead (Pb). These air pollutants are termed “criteria air pollutants” because they are regulated by developing specific public health- and welfare-based criteria as the basis for setting permissible levels. In addition to criteria air pollutants, individual projects may emit toxic air contaminants (TACs). TACs collectively refer to a diverse group of air pollutants that are capable of causing chronic (i.e., long-duration) and acute (i.e., severe but short-term duration) adverse effects on human health, including carcinogenic effects. Unlike criteria air pollutants, TACs do not have ambient air quality standards, but the air district regulates TACs using a risk-based approach to determine the sources and pollutants to control as well as the appropriate degree of control.

Land use projects may contribute to regional criteria air pollutants and TACs during the construction and operational phases of a project.

**Impact AQ-1: The proposed project or project variant could generate construction and operational criteria pollutant and precursor emissions that could conflict with or obstruct implementation of the applicable air quality plan. (*Potentially Significant*)**

The short-term construction and long-term operational emissions of the proposed project or project variant would generate criteria air pollutant (e.g., PM<sub>10</sub>, PM<sub>2.5</sub>)<sup>114</sup> and ozone precursor (e.g., reactive organic gases and oxides of nitrogen (NO<sub>x</sub>))<sup>115</sup> emissions that would contribute to the region’s overall air emissions. Construction-related emissions would include construction equipment- and vehicle-related exhaust, as well as fugitive PM dust emissions. Although construction emissions would occur over the 7- to 15-year construction period, they would be temporary and would cease following buildout of the proposed project or project variant.<sup>116</sup> Nonetheless, construction-related emissions would still have the potential to conflict with or obstruct implementation of the applicable air quality plan. Following buildout of the proposed project or project variant, long-term operational emissions would primarily be generated by vehicles coming to and from the project site from residential, retail, office, and child care uses. Operational emissions would also include area- and energy-source emissions associated with day-to-day operations of the proposed buildings. Both construction and long-term operational emissions have the potential to result in emissions that could conflict with or obstruct implementation of the applicable air quality plan. Therefore, these potential air quality impacts will be further evaluated in the EIR.

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<sup>114</sup> Particulate matter (PM) is composed of miniscule solid particles and liquid droplets in the air. PM<sub>10</sub> refers to particles less than or equal to 10 micrometers in diameter. PM<sub>2.5</sub> refers to particles less than or equal to 2.5 micrometers in diameter.

<sup>115</sup> Reactive organic gases and oxides of nitrogen negatively affect regional air quality themselves and are also precursors required to form ozone, one of the six criteria air pollutants.

<sup>116</sup> Construction of the proposed project or project variant could extend over a 15-year timeframe, as discussed above in Section A, Project Description, p. 74, with periods of time when no construction would occur, i.e., same development program but over a longer time.

**Impact AQ-2: The proposed project or project variant could generate criteria pollutant and precursor emissions that could violate an air quality standard or contribute substantially to an existing or projected air quality violation (*Potentially Significant*)**

As described above, construction and operation of the proposed project or project variant would generate criteria air pollutant and ozone precursor emissions that would contribute to regional air emissions and affect regional air quality. It is possible that the levels of emissions generated during construction or operation could violate or contribute substantially to an existing or projected air quality violation. Therefore, these potential air quality impacts will be further evaluated in the EIR.

**Impact AQ-3: The proposed project or project variant could generate emissions that would expose sensitive receptors to substantial pollutant concentrations. (*Potentially Significant*)**

The project site is located in an area with nearby sensitive receptors, including residential and child care uses. In addition, the proposed project or project variant would include residential uses and child care uses that would be considered sensitive receptors. During construction of the proposed project or project variant, construction-related TAC and PM<sub>2.5</sub> emissions could expose nearby sensitive receptors to substantial pollutant concentrations. Furthermore, as early phases of construction are completed and future residents and/or users of the child care center are permitted to locate on the project site these future onsite sensitive receptors would be exposed to operational emissions and construction-related emissions generated by construction of the remaining phases of the proposed project or project variant. The construction-related health risk impacts to onsite and offsite sensitive receptors will be further evaluated in the EIR and, where applicable, combined with operations-related emissions in order to provide the most conservative assessment of potential impacts. Following full buildout of the proposed project or project variant, operational air quality emissions would be generated as a result of day-to-day activities that could expose onsite and offsite sensitive receptors to substantial pollutant concentrations. These operational-related health risks will be evaluated in the EIR.

**Impact AQ-4: The proposed project or project variant would not generate emissions that create objectionable odors affecting a substantial number of people. (*Less than Significant*)**

Typical odor sources of concern include wastewater treatment plants, sanitary landfills, transfer stations, composting facilities, petroleum refineries, asphalt batch plants, chemical manufacturing facilities, fiberglass manufacturing facilities, auto body shops, rendering plants, and coffee roasting facilities. Observation indicates that the project site is not substantially affected by existing sources of odors.<sup>117</sup>

The proposed project includes residential, retail, office, and child care uses as well as associated open spaces and landscaping, while the project variant includes all those uses except the office use. During construction, diesel exhaust from construction equipment would generate odor. However, construction-related odors would be temporary and would not persist upon project completion.

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<sup>117</sup> Field observations on July 13<sup>th</sup> and 18<sup>th</sup>, 2017.



Operation of the proposed new land uses, which are typical urban land uses, are not anticipated to create significant sources of new odors. Thus, odors would not be expected to occur as a result of the operation of the proposed project or project variant.

Therefore, odor impacts related to the construction and operation of the proposed project or project variant would be less than significant, and no mitigation measures are necessary. This topic will not be discussed in the EIR.

**Impact C-AQ-1: The proposed project or project variant, in combination with past, present, and reasonably foreseeable future projects, could contribute to cumulative air quality impacts. (Potentially Significant)**

The construction and operational emissions discussed above would be evaluated at a project level. Air quality impacts associated with the proposed project or project variant could substantially contribute to cumulative impacts. For these reasons, the proposed project or project variant, in combination with other past, present, and reasonably foreseeable future projects, could result in a cumulatively considerable air quality impact. Therefore, potential cumulative air quality impacts will be addressed in the EIR.

<u>Topics:</u>	<u>Potentially Significant Impact</u>	<u>Less Than Significant with Mitigation Incorporated</u>	<u>Less Than Significant Impact</u>	<u>No Impact</u>	<u>Not Applicable</u>
<b>7. GREENHOUSE GAS EMISSIONS.— Would the project:</b>					
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with any applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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

The Bay Area Air Quality Management District (air district) has prepared guidelines and methodologies for analyzing GHGs. These guidelines are consistent with CEQA Guidelines sections 15064.4 and 15183.5, which address the analysis and determination of significant impacts from a proposed project's GHG emissions. CEQA Guidelines section 15064.4 allows lead agencies to rely on a qualitative analysis to describe GHG emissions resulting from a project. CEQA Guidelines section 15183.5 allows for public agencies to analyze and mitigate GHG emissions as part of a larger plan for the reduction of GHGs and describes the required contents of such a plan.

Accordingly, San Francisco has prepared Strategies to Address Greenhouse Gas Emissions<sup>118</sup> which presents a comprehensive assessment of policies, programs, and ordinances that collectively represent San Francisco's qualified GHG reduction strategy in compliance with the CEQA guidelines. These GHG reduction actions have resulted in a 29 percent reduction in GHG emissions in 2016 compared to 1990 levels<sup>119</sup>, exceeding the year 2020 reduction goals outlined in the air district's *Bay Area 2017 Clean Air Plan*, Executive Order S-3-05, and Assembly Bill 32 (also known as the Global Warming Solutions Act).<sup>120</sup>

Given that the city has met the state and region's 2020 GHG reduction targets and San Francisco's GHG reduction goals are consistent with, or more aggressive than, the long-term goals established under Executive Order S-3-05,<sup>121</sup> Executive Order B-30-15,<sup>122,123</sup> and Senate Bill 32,<sup>124,125</sup> the city's GHG reduction goals are consistent with Executive Order S-3-05, Executive Order B-30-15, Assembly Bill 32, Senate Bill 32, and the 2017 Clean Air Plan. Therefore, proposed projects that are consistent with the city's GHG reduction strategy would be consistent with the aforementioned

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<sup>118</sup> San Francisco Planning Department, Strategies to Address Greenhouse Gas Emissions in San Francisco, July 2017, <http://sf-planning.org/strategies-address-greenhouse-gas-emissions>, accessed March 2, 2018.

<sup>119</sup> San Francisco Department of the Environment, San Francisco's Carbon Footprint, <https://sfenvironment.org/carbon-footprint>, accessed April 23, 2018.

<sup>120</sup> Executive Order S-3-05, Assembly Bill 32, and the Bay Area 2017 Clean Air Plan (continuing the trajectory set in the 2010 Clean Air Plan) set a target of reducing GHG emissions to below 1990 levels by year 2020.

<sup>121</sup> Office of the Governor, Executive Order S-3-05, June 1, 2005, [http://static1.squarespace.com/static/549885d4e4b0ba0bf5dc695/t/54d7f1e0e4b0f0798cee3010/1423438304744/California+Executive+Order+S-3-05+\(June+2005\).pdf](http://static1.squarespace.com/static/549885d4e4b0ba0bf5dc695/t/54d7f1e0e4b0f0798cee3010/1423438304744/California+Executive+Order+S-3-05+(June+2005).pdf), accessed April 23, 2018. Executive Order S-3-05 sets forth a series of target dates by which statewide emissions of GHGs need to be progressively reduced, as follows: by 2010, reduce GHG emissions to 2000 levels (approximately 457 million metric tons of carbon dioxide equivalents [MTCO<sub>2</sub>E]); by 2020, reduce emissions to 1990 levels (approximately 427 million MTCO<sub>2</sub>E); and by 2050 reduce emissions to 80 percent below 1990 levels (approximately 85 million MTCO<sub>2</sub>E). Because of the differential heat absorption potential of various GHGs, GHG emissions are frequently measured in "carbon dioxide-equivalents," which present a weighted average based on each gas's heat absorption (or "global warming") potential.

<sup>122</sup> Office of the Governor, Executive Order B-30-15, April 29, 2015, <https://www.gov.ca.gov/news.php?id=18938>, accessed October 2, 2017. Executive Order B-30-15, issued on April 29, 2015, sets forth a target of reducing GHG emissions to 40 percent below 1990 levels by 2030 (estimated at 2.9 million MTCO<sub>2</sub>E).

<sup>123</sup> San Francisco's GHG reduction goals are codified in section 902 of the environment code and include: (i) by 2008, determine City GHG emissions for year 1990; (ii) by 2017, reduce GHG emissions by 25 percent below 1990 levels; (iii) by 2025, reduce GHG emissions by 40 percent below 1990 levels; and (iv) by 2050, reduce GHG emissions by 80 percent below 1990 levels.

<sup>124</sup> Senate Bill 32 amends California Health and Safety Code Division 25.5 (also known as the California Global Warming Solutions Act of 2006) by adding section 38566, which directs that statewide greenhouse gas emissions to be reduced by 40 percent below 1990 levels by 2030.

<sup>125</sup> Senate Bill 32 was paired with Assembly Bill 197, which would modify the structure of the State Air Resources Board; institute requirements for the disclosure of greenhouse gas emissions criteria pollutants, and toxic air contaminants; and establish requirements for the review and adoption of rules, regulations, and measures for the reduction of greenhouse gas emissions.

GHG reduction goals, would not conflict with these plans or result in significant GHG emissions, and would therefore not exceed San Francisco's applicable GHG threshold of significance.

The following analysis of the proposed project's or project variant's impact on climate change focuses on the proposed project's or project variant's contribution to cumulatively significant GHG emissions. Because no individual project could emit GHGs at a level that could result in a significant impact on the global climate, this analysis is in a cumulative context, and this section does not include an individual project-specific impact statement.

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

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

The proposed project would increase the intensity of use at the site by replacing the current office and child care uses with new residential, retail/restaurant, office, and expanded child care uses. Under the project variant, the residential use would be developed at a greater intensity compared with the proposed project, and there would be slightly less retail/restaurant and child care uses and no office use. All other aspects of the project variant would be similar to those of the proposed project; however, the proposed Walnut Building would be approximately 22 feet taller (with two additional levels for the residential use) and there would be an increase in the number of vehicle parking spaces (from 895 under the proposed project to 971). Therefore, operation of the proposed project and project variant would contribute to annual long-term increases in GHGs as a result of increased vehicle trips (mobile sources), energy and water use, wastewater treatment, and solid waste disposal. Construction activities would also result in temporary increases in GHG emissions.

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

Compliance with the city's Commuter Benefits Program, Emergency Ride Home Program, transportation demand management programs, Transportation Sustainability Program, Jobs-Housing Linkage Program, bicycle parking requirements, low-emission car parking requirements, and car sharing requirements would reduce the proposed project's and project variant's transportation-related emissions. These regulations reduce GHG emissions from single-occupancy vehicles by promoting the use of sustainable transportation modes with zero or lower GHG

emissions on a per capita basis. The project sponsor would incorporate multiple transportation demand management measures into the design of the proposed project or project variant such as an increased number of bicycle parking spaces, a bicycle repair station, and showers and locker facilities (see Section A, Project Description, p. 62). These design features of the proposed project or project variant would also contribute to reducing project-related GHG emissions and would further efforts to meet the city's targeted GHG reduction goals for 2025 and 2050.

The proposed project or project variant would be required to comply with the energy efficiency requirements of the city's Green Building Code, Stormwater Management Ordinance, Water Efficient Irrigation Ordinance, Residential Water Conservation Ordinance, Commercial Water Conservation Ordinance, and Residential Energy Conservation Ordinance, which would promote energy and water use efficiency, thereby reducing the proposed project's and project variant's energy-related GHG emissions.<sup>126</sup> Additionally, the proposed project and project variant would be required to meet the renewable energy criteria of the Green Building Code, including renewable energy generation or green roof installation, further reducing the proposed project's and project variant's energy-related GHG emissions. As discussed in Section A, Project Description (pp. 70-74), the project sponsor would incorporate non-potable rainwater and graywater systems into the proposed development; would develop the majority of the rooftops of the proposed new buildings and the adaptively reused office building at the center of the site with a mix of green roofs, solar photovoltaic systems, and/or roof-mounted solar thermal hot water systems; and would develop 8 percent of parking spaces with electric vehicle charging stations while other spaces would be electric vehicle ready. These design features of the proposed project and project variant would also contribute to reducing project-related GHG emissions and would further efforts to meet the city's targeted GHG reduction goals for 2025 and 2050.

The proposed project's and project variant's waste-related emissions would be reduced through compliance with the city's Recycling and Composting Ordinance, Construction and Demolition Debris Recovery Ordinance, Construction and Demolition Debris Recycling Requirements, and Green Building Code requirements. These regulations reduce the amount of materials sent to a landfill, reducing GHGs emitted by landfill operations. These regulations also promote reuse of materials, conserving their embodied energy<sup>127</sup> and reducing the energy required to produce new materials.

Compliance with the city's street tree planting requirements would serve to increase carbon sequestration<sup>128</sup>, replacing existing street trees along California Street where they would be removed as part of the proposed project or project variant and adding street trees along Presidio,

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<sup>126</sup> Compliance with water conservation measures reduce the energy (and GHG emissions) required to convey, pump and treat water required for the project.

<sup>127</sup> Embodied energy is the total energy required for the extraction, processing, manufacture and delivery of building materials to the building site.

<sup>128</sup> Carbon sequestration is the long-term storage of carbon in plants, soils, geologic formations, and the ocean.

Masonic, and Euclid avenues and along Laurel Street where there are none now. In addition to these requirements, the proposed project and project variant would balance the loss of existing trees on the project site with the planting of new onsite trees and street trees (there would be a net gain of 85 trees under the proposed project or project variant). As discussed in Section A, Project Description (pp. 73-74), the project sponsor would develop the site with a network of landscaped open areas, including common and private open spaces, planted with drought-tolerant species. This design feature of the proposed project and project variant would contribute to reducing project-related GHG emissions and would further efforts to meet the city's targeted GHG reduction goals for 2025 and 2050.

Other regulations, including those limiting refrigerant emissions and the air district's wood-burning regulations, would reduce emissions of GHGs and black carbon, respectively. Regulations requiring low-emitting finishes would reduce volatile organic compounds.<sup>129</sup> Thus, the proposed project and project variant were determined to be consistent with San Francisco's GHG reduction strategy.<sup>130</sup>

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

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<sup>129</sup> While not a GHG, volatile organic compounds are precursor pollutants that form ground level ozone. Increased ground level ozone is an anticipated effect of future global warming that would result in added health effects locally. Reducing volatile organic compound emissions would reduce the anticipated local effects of global warming.

<sup>130</sup> San Francisco Planning Department, Greenhouse Gas Analysis: Compliance Checklist for 3333 California Street Mixed-Use Project, April 5, 2018.

<u>Topics:</u>	<u>Potentially Significant Impact</u>	<u>Less Than Significant with Mitigation Incorporated</u>	<u>Less Than Significant Impact</u>	<u>No Impact</u>	<u>Not Applicable</u>
<b>8. WIND AND SHADOW.—Would the project:</b>					
a) Alter wind in a manner that substantially affects public areas?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Create new shadow in a manner that substantially affects outdoor recreation facilities or other public areas?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Impact WS-1: The proposed project or project variant would not alter wind in a manner that substantially affects public areas. (*Less than Significant*)**

This subsection evaluates the wind impacts of the proposed project and project variant on public areas adjacent to the 3333 California Street project site. It is based on a screening-level wind assessment prepared by RWDI.<sup>131</sup>

**Approach to Screening-Level Wind Analysis**

In San Francisco, the primary wind directions are from the west-northwest, west, northwest, and west have the greatest frequency of occurrence and make up the majority of the strong winds, based on data collected at San Francisco International Airport in 1948 and 2015 and at the old San Francisco Federal Building at 50 United Nations Plaza between 1945 and 1950. In general, wind speeds are higher in the spring and summer and lower in fall and winter. Daily variation in wind speed is evident, with the strongest winds in the mid- to late afternoon and the lightest winds in the morning.

San Francisco Planning Code section 148, Reduction of Ground-level Wind Currents in Downtown Commercial (C-3) Districts, requires buildings in the C-3 downtown districts to be shaped so as not to cause ground-level wind currents to exceed defined comfort and hazard criteria. The hazard criterion of the planning code requires that buildings not cause equivalent wind speeds to reach or exceed the hazard level of 26 miles per hour as averaged from a single full hour of the year. The hazard criterion is based on winds that are measured for one hour and averaged.

As the project site is located outside a C-3 district, it is not subject to planning code section 148. However, the wind hazard criterion is also used for the assessment of hazardous winds for the purpose of analysis under CEQA. This wind hazard criterion, especially the potential for a project to create new (or additional) locations where the wind hazard criterion would be exceeded, is used in the assessment as the CEQA significance threshold to determine whether the proposed project or project variant would substantially alter ground level winds in public areas in an adverse manner.

<sup>131</sup> RWDI | Rowan, Williams, Davies & Irwin, Inc., Wind Report, 3333 California Street, San Francisco, CA, March 21, 2018.

To predict wind speeds and frequencies for a screening-level qualitative analysis, many factors are considered, including the geometry and orientation of proposed building(s), the position and height of surrounding buildings, the upwind terrain, and the local wind climate. Buildings taller than their surroundings tend to intercept the stronger winds at higher elevations and redirect them to the ground level. Such a “downwashing” flow is often the main cause for wind accelerations around tall buildings at the pedestrian (or ground) level. These winds can be relatively strong and turbulent, especially around the downwind building corner, and can be reduced by wide podium setbacks and stepped building forms. Winds can also accelerate between two closely spaced buildings and through a passage underneath a building or bridge. If these building/wind combinations occur for prevailing wind directions, there is a greater potential for increased winds.

### **Existing Project Site Conditions**

The project site is currently occupied by a four-story office building at the center of the site, located away from public sidewalks, and by a one-story building at the northwest corner at the intersection of California and Laurel streets. The existing office building is up to approximately 55.5 feet tall as measured along the north elevation and exclusive of the approximately 13-foot-tall mechanical penthouse. The project site has partially wooded and landscaped areas along its perimeter (see Figure 2, p. 4).

The project site is surrounded by existing streets, except at its northeast corner where it is bounded by the existing SF Fire Credit Union building. The south side sidewalk on California Street adjacent to the site is lined with mature street trees; however, none of the other adjacent sidewalks include street trees, e.g. Masonic Avenue, Euclid Avenue or Laurel Street. The opposite sides of surrounding streets are lined with existing buildings with some buildings developed to the property line (e.g., along the north side of California Street and east side of Presidio Avenue), and others with front or rear yard setbacks (e.g., on the west side of Laurel Street and the south side of Euclid Avenue). The upwind buildings along California and Laurel streets are typically two to four stories in height. West of the project site on the south side of California Street, the two-story commercial buildings in the Laurel Village Shopping Center between Laurel and Spruce streets, and the single-family residences and duplexes between Laurel Street and Euclid Avenue are typically 25 to 35 feet tall. West and north of the project site across California Street toward Presidio National Park, the commercial and multifamily residential buildings along California and Sacramento streets are typically four stories in height (or approximately 40 feet tall). The tallest building (approximately 65 feet tall) in the immediate area is the Jewish Community Center of San Francisco, which is across California Street at the northwest corner of California Street and Presidio Avenue.

The existing four-story office building at the center of the project site is set back considerably from California and Laurel streets and, as a result, it would not be expected to negatively affect the wind conditions along the sidewalks at the perimeter of the project site. The existing office building tends to shelter the sidewalks along Presidio and Masonic avenues to the east and Euclid Avenue to the south from the prevailing west and northwest winds. At the southwest corner of the site, the Euclid

Avenue and Laurel Street sidewalks are partially sheltered by existing single-family homes across Laurel Street to the west and by a mature tree on the east side of Laurel Street (on the project site).

The site is close to the ocean (approximately 3.5 miles to the west and 2 miles to the west-northwest and northwest) where the prevailing winds originate, and breezes are expected in the area throughout the year with windier conditions in the summer and spring and in the mid- to late afternoon. In the afternoon, particularly on days when the fog rolls in from the ocean, ground-level winds on the east-west sidewalks on California Street and Euclid Avenue can be noticeable and pedestrians may feel chilled. However, given the relatively low heights of the existing buildings and surroundings as well as dense landscaping, and the width of the public rights-of-way (between 80 and 85 feet), the existing wind conditions at public areas around the project site are not expected to exceed the hazardous level. For these reasons, wind conditions under existing conditions, especially in the late afternoon in the spring and summer, are expected to be noticeable but would not exceed the city's wind hazard criterion.

### **Impact Assessment**

For the layout of the proposed new and adaptively reused buildings, see Figure 3 (proposed project) and Figure 32 (project variant), pp. 5 and 83. For elevations and views of the proposed new development see Figures 4 through 21 on pp. 18-20, 25-31, 34, 37, 38, 40, 43, 45, 47, and 49 for the proposed project and Figure 33, p. 84, for the project variant (Walnut Building only).

### ***Public Sidewalks***

With the proposed project, low buildings (three or four stories) would be introduced along the upwind west perimeter and north perimeter of the project site (along Laurel Street [approximately 37 to 40 feet tall] and along California Street [approximately 45 feet tall], respectively). Under the proposed project, the new buildings at the upwind west and north perimeters of the site would be comparable in height to existing buildings across California Street and across Laurel Street. This would promote winds to flow over the development, rather than to be deflected down to the street level. As a result, the existing wind conditions on sidewalks along the adjacent Laurel and California streets would not be substantially changed by the proposed development.

The sidewalks along Presidio/Masonic avenues to the east and Euclid Avenue to the south would be sheltered by the additional building massing of the proposed development along California Street (planned to be 45 feet), at the center of the site immediately west of Presidio Avenue (Center Building B, planned to be up to 92 feet), and along Masonic and Euclid avenues (planned to be 40 feet). The tallest building (Center Building B, up to 92 feet) would be at the central eastern portion of the site, sheltered by the lower eastern portion of the existing office building (Center Building A) and proposed buildings at the perimeter of the project site from the prevailing west and northwest winds.



Due to the prevailing winds from the west through northwest directions, higher wind speeds would typically be expected at sidewalks around the northeast and southwest corners of the project site. However, the proposed project, including construction of the Walnut Building, would not add any building massing to these corners and therefore would not further constrict the streetwall openings at these corners through which wind could flow and thereby would not substantially accelerate winds. As such wind conditions similar to those that currently exist would be anticipated at the sidewalks around the northeast and southwest corners of the project block.

The expanded sidewalk areas (both the proposed Corner Plaza at the northwest corner of Euclid and Masonic avenues and the Pine Street Steps and Plaza at the northwest corner of Masonic Avenue, Presidio Avenue, and Pine Street) would be located downwind of the proposed new and renovated buildings where relatively calm wind environments are anticipated under project conditions. Therefore, no wind hazard exceedance would be expected in these areas.

Other public parks in the surrounding areas, such as Laurel Hill Playground to the southwest, Bush and Broderick Mini Park to the east and Presidio Heights Playground to the north, are too far from the project site for wind in the vicinity to be affected by the proposed project.

### ***Project Variant***

The project variant would differ from the proposed project in that the proposed Walnut Building along California Street would be developed as a five-story mixed-use building with residential, retail, and child care uses, rather than a three-story mixed-use building with office, retail, and child care uses. Under the project variant the roof height of the Walnut Building above California Street would increase from 45 feet under the proposed project to 67 feet. The residential levels would be set back further from the retail base along California Street, but there would not be a large recess at the northwest corner. Since the only difference between the proposed project and project variant would be the height and shape of the Walnut Building the discussion of the project variant is focused on the northeast corner of the site, i.e. the area south of Walnut Street along California Street toward Presidio Avenue. As with the proposed project wind conditions on public sidewalks along Presidio and Masonic avenues under the project variant would be sheltered by the upwind buildings such as the Walnut Building and Center Building B.

The difference in potential wind impact caused by the project variant compared to the proposed project would be minor and localized. Due to the increased building height of the Walnut building in the project variant, ground-level wind speeds along California Street would increase slightly as compared to those with the proposed project. However, California Street slopes down by approximately 15 feet from Walnut Street to Presidio Avenue. This downward topographical change from west to east would tend to disperse eastward winds along California Street with shelter from wind incrementally increasing the further east or downslope, i.e., a sheltered wake. The existing SF Fire Credit Union building at the southwest corner of California Street and Presidio Avenue, which is low in height (two stories), is set back from the sidewalks at California Street and

Presidio Avenue, and has a curved façade, would function as a large podium where winds downwashing off the proposed Walnut Building would land, reducing the potential for wind accelerations along the California Street sidewalk and particularly at the intersection. Therefore, the project variant would not be expected to substantially alter ground-level winds on the sidewalk and in other public areas around the project site, as compared to both existing and proposed project conditions, and these winds would not be expected to exceed the wind hazard criterion at any time throughout the year.

## **Conclusion**

For these reasons, wind conditions under the proposed project or project variant would not be expected to exceed the city's wind hazard criterion at any time throughout the year. Thus, the proposed project or project variant would not substantially alter the existing wind conditions along public sidewalks in an adverse manner. This impact would be less than significant, and no mitigation is necessary. This topic will not be discussed in the EIR.

## **Proposed Euclid Green**

Euclid Green is proposed to be located at the southwest corner of the site along Euclid Avenue at the corner with Laurel Street where there is an existing open space to which UCSF currently grants public access. This proposed open space would be part of the proposed project or project variant, would remain privately owned, and would be open to the public. In its current condition, this open area is not a formally designated open space or recreation area. It is used informally by the neighborhood for activities such as dog walking and playing catch. Therefore, potential changes in wind conditions in this open area as a result of the proposed project or project variant are presented for informational purposes and not as environmental impact analysis.

The proposed Laurel Duplexes would affect the wind conditions on the western portion of Euclid Green in two ways: they would moderately accelerate the westerly winds around the southwest corner of the southernmost duplex while sheltering Euclid Green from the northwesterly winds. The increase in wind speeds at the west end of Euclid Green is expected to be limited. This increase is not expected to reach wind hazard levels due to the relatively low height of the Laurel Duplexes and the minimal acceleration of the deflected westerly winds.

Euclid Green would slope down towards the east, as the area does under existing conditions. The higher ground at the west end of Euclid Green would shelter the east portion from westerly winds. The west end would function as a shelter belt because the westerly winds would tend to flow horizontally and the lower elevation east portion would be located in the sheltered wake, not directly exposed to the westerly winds. In addition, the lower end of Euclid Green would be sheltered from the northwesterly winds by the existing adaptively reused building at the center of the site and by the proposed Euclid Building, and thus, the wind conditions with the proposed project or project variant would be similar to those that currently exist. Therefore, the wind

conditions on the proposed Euclid Green would not be substantially affected by the proposed development.

**Impact C-WS-1: The proposed project or project variant, in combination with past, present, and reasonably foreseeable future projects in the project site vicinity, would not result in a cumulatively considerable contribution to cumulative wind impacts. (*Less than Significant*)**

As discussed above under Impact WS-1, wind impacts of the proposed project or project variant are not expected to exceed the city's wind hazard criterion at any location. Wind from past, present, and reasonably foreseeable future projects within the project vicinity (see Section B, Project Setting, and Figure 36, pp. 94-99) has no potential to combine with wind impacts of the proposed project or project variant to result in a significant cumulative wind impact on public areas due to these projects' scale, distance from the project site, and/or the nature of the foreseeable project (e.g., transportation improvement projects that would have no impact related to wind under CEQA). Accordingly, no significant cumulative wind impact is anticipated to which the proposed project or project variant, and the other identified cumulative projects in the vicinity could contribute. No mitigation is necessary. This topic will not be discussed in the EIR.

**Impact WS-2: The proposed project or project variant would not create new shadow in a manner that substantially affects outdoor recreation facilities or other public areas. (*Less than Significant*)**

This subsection discusses the shadow impacts of the proposed project and project variant on outdoor recreation facilities and other public areas in the vicinity of the project site.

### **Approach to Analysis**

The threshold for determining the significance of shadow impacts under CEQA is whether the proposed project or project variant would create new shadow in a manner that substantially affects the use and enjoyment of outdoor recreation facilities or other public areas. The analysis of shadow impacts takes into account usage of the open space; time of day and year of project shadow; physical layout and facilities affected; the intensity, size, shape, and location of the shadow; and the proportion of open space affected.

To evaluate the impact of the proposed project or project variant on outdoor public areas, a shadow modeling study was completed using a 3D computer model of the proposed project and project variant, existing and proposed parks, and the existing urban environment to simulate levels of shading from one hour after sunrise through one hour before sunset on four representative times of year: the winter solstice (when sun is the lowest in the sky and shadows are the longest at any given time of day), the spring/fall equinox (shadow on spring equinox behaves identically to that on the

fall equinox), and the summer solstice (the longest day of the year, when the sun is highest in the sky and shadows are the shortest at any given time of day).<sup>132</sup>

For the layout of the proposed new and adaptively reused buildings, see Figure 3 (proposed project) and Figure 32 (project variant), pp. 5 and 83. For elevations and views of the proposed new development see Figures 4 through 21 on pp. 18-20, 25-31, 34, 37, 38, 40, 43, 45, 47, and 49 for the proposed project and Figure 33, p. 84, for the project variant (Walnut Building only).

Shadow from the proposed project would be ephemeral over the course of a day<sup>133</sup> and year<sup>134</sup> and would generally move from west to east in a clockwise sweep radiating from the project site. Figure 37: Extent of Net New Project Shadow Throughout the Day and Year illustrates areas that would be shaded at some point during the day over the course of the year. White unbuilt open areas, such as backyards, on this figure represent areas that would not be shaded by the proposed project at any time during the day (one hour after sunrise and one hour before sunset) due to shadow from existing structures, or represent areas that are outside of the maximum reach of project shadow. The darker areas on the figure would be frequently shaded by the proposed project while lighter areas would be less frequently shaded, and the lightest areas would be occasionally shaded.

### **Recreation and Park Department Properties**

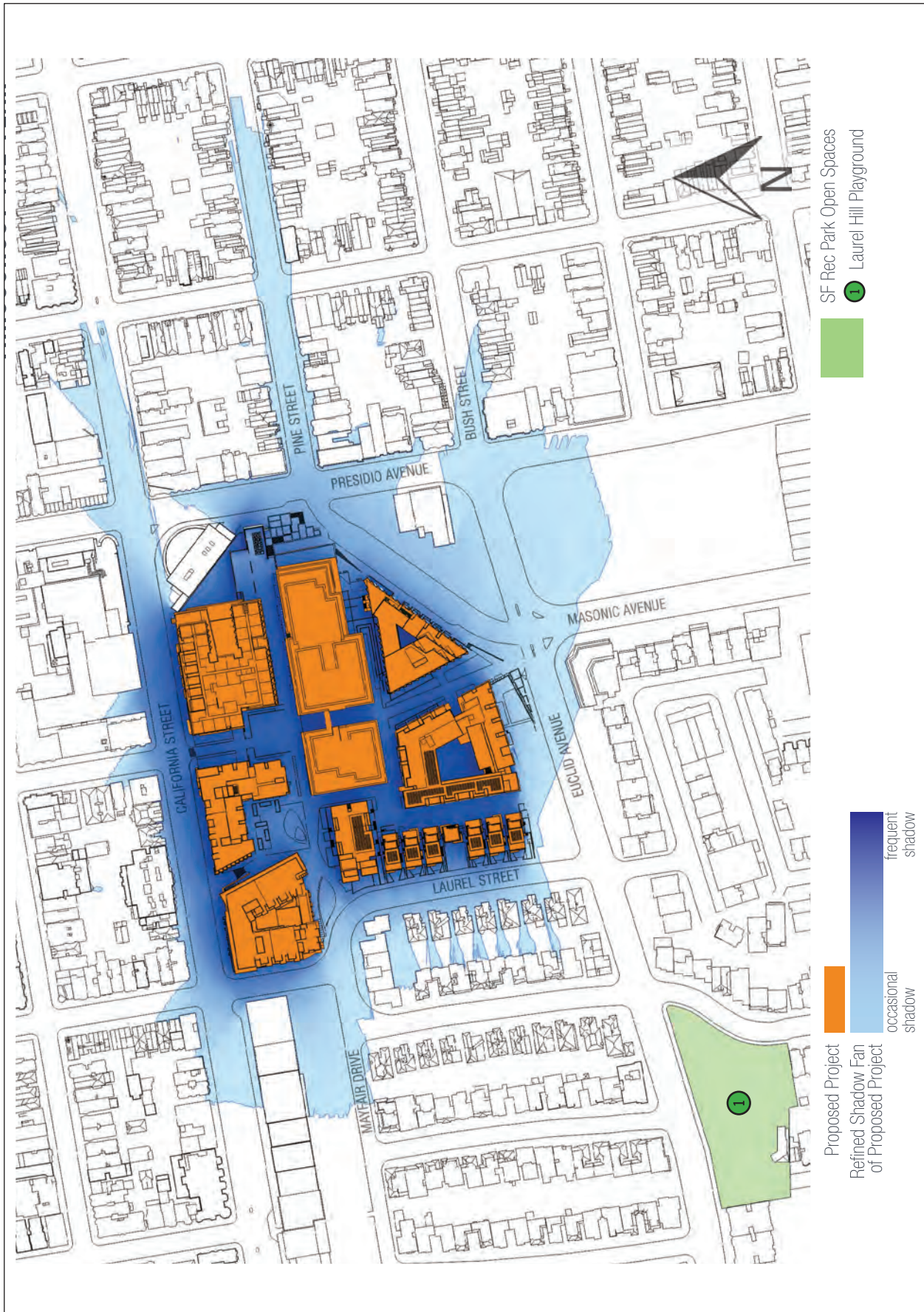
Planning Code section 295 generally prohibits new structures over 40 feet in height that would cast additional shadows on open space that is under the jurisdiction of the San Francisco Recreation and Park Commission between one hour after sunrise and one hour before sunset, at any time of the year, unless that shadow would not result in a significant adverse effect on the use of the open space.

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<sup>132</sup> PreVision Design, Shadow Analysis Report for the Proposed 3333 California Street Mixed-Use Project Per SF Planning Code Section 295 and CEQA Standard, November 3, 2017.

<sup>133</sup> Throughout a day, shadows of objects on the surface of the earth move in the opposite direction from the position of the sun in the sky (relative to the earth). Shadows are longest at sunrise and sunset when the sun is lowest in the sky and shortest at midday when the sun is highest in the sky. At sunrise, when the sun is in the eastern sky, shadows point westward. As the morning progresses, shadows sweep eastward while growing shorter as the sun appears to travel westward while rising in the sky. At midday shadows point northward and are at their shortest. From midday, shadow continues to sweep eastward while growing longer through the afternoon and into the early evening until sunset.

<sup>134</sup> Project shadow to the northwest of the project site represents shadow in the morning around the winter solstice. Project shadow to the north of the project site represents shadow around midday with the longest shadow around the winter solstice, and the shortest shadow around the summer solstice. Project shadow to the northeast of the project site represents project shadow in the late afternoon around the winter solstice. Project shadow to the west and east of the project site represent project shadow in the morning and early evening, respectively, at the spring and summer equinoxes. Project shadow to the southwest of the project site represent shadow in the early morning around the summer solstice.



Source: Prevision Design (2017)

### 3333 CALIFORNIA STREET MIXED-USE PROJECT

2015-014028ENV

**FIGURE 37: EXTENT OF NET NEW PROJECT SHADOW THROUGHOUT THE DAY AND YEAR**

Laurel Hill Playground is the nearest San Francisco Recreation and Park Commission property to the project site. It is a 1.42-acre (61,768-square-foot) urban park, located about 370 feet to the southwest of the project site along the south side of Euclid Avenue. The proposed project or project variant would not create any new shadow on this park at any time throughout the year. There are no other San Francisco Recreation and Park Commission properties that are within, or near, the potential reach of shadow under the proposed project or project variant. For these reasons, the proposed project or project variant would have a less-than-significant shadow impact on San Francisco Recreation and Park Commission property, and no mitigation measures are necessary.

In addition, there are no other public parks or open spaces owned by other city agencies that are within, or near, the potential reach of shadow under the proposed project or project variant. Thus, the proposed project or project variant would have a less-than-significant shadow impact on public parks or open spaces, and no mitigation measures are necessary.

### **Nearby Streets and Sidewalks**

The proposed project or project variant would create new shadow on nearby streets and sidewalks at times of day and year when these areas would not already be shaded by existing buildings in the area.

Around the winter solstice, during the early- and mid-morning hours the proposed project or project variant would shade Laurel Street to the west of the project site. During the early morning through late afternoon, the proposed project or project variant would shade California Street north of the project site. During the mid-afternoon until one hour before sunset, the proposed project or project variant would shade Presidio Avenue, Pine Street, and Euclid Avenue east of the project site.

Around the spring and fall equinoxes, during the early-morning hours the proposed project or project variant would shade Laurel Street to the west of the project site and California Street north of the project site. By mid-morning through midday, project shadow would retreat to the east sidewalk of Laurel Street and the southern side of California Street. By late afternoon, shadow would retreat to the south sidewalk of California Street and would shade Presidio Avenue, Pine Street, and Euclid Avenue to the east of the project site until one hour before sunset.

Around the summer solstice, during the early-morning hours, the proposed project or project variant would shade Laurel Street to the west of the project site and the south sidewalk of California Street north of the project site. By mid-morning through midday, project shadow would retreat to the east sidewalk of Laurel Street and would continue to shade the south sidewalk of California Street until late afternoon. By late afternoon project shadow would begin to shade Euclid Avenue, Pine Street, and Presidio Avenue east of the project site, advancing further eastward and southward until one hour before sunset. Under the project variant, the impact of shadow on nearby streets and sidewalks would be similar to that described for the proposed project except that, due to the increased height of the Walnut Building under the project variant, the potential reach of Walnut Building shadow



would be proportionately greater than that of the proposed project (67 feet tall, or 22 feet taller than the 45-foot-tall Walnut Building under the proposed project). At any time during the day or year, the potential reach of the Walnut Building's shadow under the project variant would be about 50 percent longer than that of the Walnut Building under the proposed project.

Shadow from the proposed project or project variant on nearby sidewalks would be transitory in nature. Overall, the proposed project or project variant would not increase the amount of shadow on the sidewalks above levels that are common and generally expected in developed urban environments. For these reasons, the proposed project or project variant would have a less-than-significant shadow impact on the use of streets and sidewalks in the project vicinity, and no mitigation measures are necessary.

## **Conclusion**

As discussed above, the proposed project or project variant would not create new shadow that substantially affects existing outdoor recreation facilities or other public areas. This impact would be less than significant, and no mitigation is necessary. This topic will not be discussed in the EIR.

Impacts of the proposed project's or project variant's shadow on existing open space currently open to the public, on proposed new common open space within the project site that would be open to the public, and on privately owned, privately accessible open spaces are discussed below for informational purposes.

## **Existing Open Space Currently Open to the Public**

At the perimeter of the project site there are two existing open green spaces to which UCSF currently grants public access. One is at the corner of Euclid Avenue and Laurel Street (proposed Euclid Green), extending eastward along Euclid Avenue. The other is located just north of the Masonic Avenue, Presidio Avenue, and Pine Street intersection (proposed Presidio Overlook and Pine Street Steps and Plaza). As stated above, these spaces are not formally designated parks or open spaces although they are used informally as open space by the neighborhood. As open spaces within the proposed project or project variant, they are not considered environmental resources that are part of the existing environment for the purposes of CEQA. As such, no shadow analysis is required for the purpose of CEQA, but a description of how conditions within these spaces would change with the proposed project or project variant is provided for informational purposes. Decision-makers may consider the usability and comfort of these spaces independent of the environmental review process under CEQA, as part of the decision to approve, modify, or disapprove the proposed project or project variant.

Under the proposed project and project variant, the proposed Euclid Green would be developed as common open space that would be open to the public. Due to the location of this open space at the southern perimeter of the project site and south of the existing and proposed buildings, shadow on

this area under the proposed project or project variant would be similar to that of the existing open space at this location. The space would remain sunny, or mostly sunny, for most of the day throughout the year. Around the summer solstice (June 21) the proposed project or project variant would cast shadows on this open space in the early morning between 6:45 a.m. and 7 a.m. and again in the late afternoon beginning at about 5 p.m. Around the winter solstice (December 20) there would be no shadow from the proposed project or project variant but the hillside and existing residential building across Euclid Avenue shade this open space in the morning until about 11 a.m. and again in the afternoon beginning at about 3 p.m. Around the fall equinox (September 20) there would be no shadow from the proposed project or project variant but the existing residential buildings across Laurel Street would shade this open space in the early evening beginning at about 6 p.m.

The other existing open green space within the project site to which UCSF currently grants public access is just north of the Masonic Avenue, Presidio Avenue, and Pine Street intersection. Under the proposed project and project variant, this area would be reconfigured to become the publicly accessible Presidio Overlook and Pine Street Steps and Plaza. Due to the location of this open space at the eastern perimeter of the project site east of the existing and proposed buildings, shadow on this area under the proposed project or project variant would be similar overall to that of the existing open space at this location. It would remain sunny from mid-morning through mid-afternoon throughout the year.

### **Proposed Common Open Space within the Project Site**

The proposed project or project variant includes construction of a network of proposed new common open spaces, walkways, and plazas within the project site in areas that are not now accessible the public, but would be with implementation of the proposed project or project variant. These proposed areas would be shaded mostly by proposed new buildings for much of the day and year. As open spaces that would be newly developed as part of the proposed project or project variant, they are not considered environmental resources that are part of the existing environment for the purposes of CEQA. Shadow on these spaces would not interfere with any existing recreational use or with any pre-existing expectations for sunlight on these future spaces. No discussion of the proposed project's or project variant's shadow impacts on its proposed common open spaces to be developed as part of the proposed project and project variant and to be available for public use is required under CEQA. However, the decision-makers may consider the usability and comfort of these spaces independent of the environmental review process under CEQA, as part of the decision to approve, modify, or disapprove the proposed project or project variant.

### **Privately Owned, Privately Accessible Open Spaces**

Privately owned, privately accessible open spaces include back yards, courtyards, balconies, and roof decks of nearby buildings. A project would be considered to have a significant impact related to the topic of shadow if the project were to "create new shadow in a manner that substantially



affects outdoor recreation facilities or other *public* areas” (emphasis added). Privately owned, privately accessible open spaces are not considered public areas. Shadow on private open spaces and private property, in general, is a common and expected occurrence in a densely populated city such as San Francisco. The proposed project’s or project variant’s shadow on private open spaces is not considered a significant effect on the environment for the purposes of CEQA. However, the decision-makers may consider special concerns related to shadow, independent of the environmental review process under CEQA, as part of the decision to approve, modify, or disapprove the proposed project or project variant.

The Jewish Community Center of San Francisco (JCCSF) expressed concern about the potential impact of project shadow on its roof deck and courtyard.<sup>135</sup> Based on model testing the proposed project and project variant would at no time cast any net new shadow on the JCCSF’s roof deck and courtyard.<sup>136</sup>

**Impact C-WS-2: The proposed project or project variant, in combination with past, present, and reasonably foreseeable future projects in the project site vicinity, would not result in a cumulatively considerable contribution to cumulative shadow impacts. (*Less than Significant*)**

As discussed above under Impact WS-2, shadow from the proposed project or project variant would not reach any offsite publicly accessible recreation facilities or open spaces (other than sidewalks). In addition, shadow from reasonably foreseeable cumulative projects within the project vicinity (see Section B, Project Setting, and Figure 36, pp. 94-99) has no potential to combine with shadow of the proposed project or project variant on offsite recreation facilities due to their distance from the project site and/or the nature of the foreseeable project (e.g., roadway work that would have no impact related to shadow on public open space or other public spaces under CEQA). Accordingly, no significant cumulative shadow impact would result from the cumulative scenario to which both the proposed project or project variant and the other identified cumulative project would contribute.

For these reasons, the proposed project or project variant, in combination with past, present, and reasonably foreseeable future projects in the project vicinity, would not result in a cumulative shadow impact, and no mitigation is necessary. This topic will not be discussed in the EIR.

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<sup>135</sup> Salgado, Craig, Chief Operating Officer, Jewish Community Center of San Francisco, letter to Julie Moore, San Francisco Planning Department, Response to Notice of Preparation for 3333 California Street Project, October 20, 2017, p. 2.

<sup>136</sup> Phillips, Adam, PreVision Design, email correspondence with Peter Alexander Mye, SWCA Environmental Consultants, November 2, 2017.

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
<b>9. RECREATION.</b>					
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

### Existing Recreation Resources

San Francisco has approximately 5,890 acres of open space in a variety of forms: parks, walkways, landscaped areas, recreational facilities, playing fields, and unmaintained open areas. This open space system is under the jurisdiction of several local, state, and federal agencies as well as private owners, in the form of privately owned public open spaces.<sup>137,138</sup> The San Francisco Recreation and Park Department (parks department) owns and operates approximately 3,433 acres of permanently dedicated, public open space across more than 220 parks, playgrounds, and open spaces throughout the city. Parks department recreation facilities also include 25 recreation centers, 9 swimming pools, 5 golf courses, and more than 300 athletic fields, tennis courts, and basketball courts.<sup>139</sup> The following four public parks, open spaces, and recreation facilities are within a quarter-mile radius of the project site (see Figure 1, p. 3), and all of them are accessible by walking, bicycling, or transit from the project site:

- The 1.42-acre Laurel Hill Playground south of Euclid Avenue between Blake and Collins streets (251 Euclid Avenue) is located a block to the west of the project site. It includes children's play structures, a tennis court, a baseball diamond, a full basketball court, a clubhouse, landscaping, and related amenities;
- The 0.4-acre Presidio Heights Playground south of Clay Street between Laurel and Walnut streets, 0.10 mile north of the project site. It includes children's play structures, a sport court, a full basketball court, a clubhouse, landscaping, and related amenities;
- The 0.7-acre Presidio Library Mini Park north of Sacramento Street between Baker and Lyon streets (3150 Sacramento Street), 0.16 mile northeast of the project site. It includes two lawn areas surrounding a stairway to the library; and

<sup>137</sup> City and County of San Francisco, San Francisco General Plan: Recreation and Open Space Element, April 2014, Map 1, p. 3, <http://openspace.sfplanning.org/>, accessed October 16, 2017.

<sup>138</sup> Privately owned public open spaces in the city consist of publicly accessible spaces in the form of plazas, terraces, atriums, and small parks and landscaped areas (some with a few pedestrian amenities) that are provided and maintained by private developers.

<sup>139</sup> San Francisco Recreation and Parks Department, Recreation Assessment Report, August 2004, p. 21, <http://sfrecpark.org/about/publications/2004-recreation-assessment/>, accessed October 16, 2017.

- The 0.18-acre Bush and Broderick Mini Park on the south side of Bush Street between Broderick and Baker streets (295 Eddy Street), 0.24 mile east of the project site. It includes a small children's play area, picnic tables, and a lawn area.

Other parks within one-half mile radius of the project site include the following:

- The 13.4-acre Julius Kahn Playground in the Presidio north of West Pacific Avenue near Spruce Street, 0.32 mile north of the project site. It includes a playground, basketball court, tennis courts, an off-leash dog-play area, picnic tables, and a lawn area;
- The 11.9-acre Alta Plaza Park, between Steiner and Scott streets and Jackson and Clay streets, 0.49 mile northeast of the project site. It includes a softball field, basketball court, playground, and a large, grassy field.
- The Hamilton Recreation Center at 1900 Geary Boulevard, 0.50 mile east of the project site. Outdoor amenities consist of tennis courts, outdoor basketball court, a green field space and children's playground. The center includes a gym and auditorium used for early childhood development, seniors, day camps, dance, and other programs.

The Presidio of San Francisco, managed by the U.S. National Park Service, is located 0.3 mile north of the project site. The Presidio is a National Historic Landmark with many historic buildings originally constructed by the U.S. Army.<sup>140</sup> The Presidio offers many opportunities for indoor and outdoor recreational activities, including 24 miles of hiking trails, 8 scenic overlooks, board sailing and kite surfing areas, a golf course, bowling alley, tennis courts, and athletic fields.<sup>141</sup> Features in the Presidio within one-half mile of the project site include Paul Goode Ballfield, Morton Street Field, the Presidio overlook viewing area, and trailheads.

In addition to publicly owned recreation resources, privately owned facilities in the project vicinity include the Jewish Community Center of San Francisco at 3200 California Street, located across California Street from the project site; the recently opened Booker T. Washington Community Center at 800 Presidio Avenue, 0.10 mile southeast of the project site; and the University of San Francisco Lone Mountain Campus, located west of Parker Avenue between Anza and Turk streets 0.3 mile south of the project site. The five-story Booker T. Washington Community Center is a nonprofit center that includes a gymnasium, fitness center, space for child-care and after-school programs, open spaces, administrative offices. The university's Lone Mountain Campus has a large, landscaped area with trees and lawns, as well as two community gardens.

### **Park Department Service Areas and Needs Areas for Recreation Resources**

The parks department has analyzed the distribution of existing recreation resources using the service areas of recreational facilities. According to the 2004 Recreation Assessment Report, the project site is within the defined service area for existing multi-use/soccer fields, ball fields tennis

<sup>140</sup> U.S. National Parks Service, Presidio of San Francisco, <https://www.nps.gov/prsf/index.htm>, accessed November 8, 2017.

<sup>141</sup> U.S. National Parks Service, Presidio of San Francisco, Outdoor Activities, <https://www.nps.gov/prsf/planyourvisit/outdooractivities.htm>, accessed October 26, 2017.

courts, pools, outdoor basketball courts, and clubhouses, but outside the defined service area of recreation centers.<sup>142</sup> As shown on Maps 4a through 4c of the recreation and open space element, the project site is located within the half-mile service area of “Active Use/Sports Fields” and “Passive Use/Tranquil Spaces” and the half-mile service area of “Playgrounds.”<sup>143</sup>

The parks department also uses service areas and census data to identify high needs areas. The recreation and open space element notes that “[S]afe, green open spaces are in short supply in dense communities, where low-income and minority populations tend to be concentrated, as well as large numbers of children and seniors. In the more densely populated, older areas of San Francisco, people often have less mobility and fewer financial resources to seek recreation outside of their neighborhood.”<sup>144</sup> As shown on Map 7 of the recreation and open space element, the project site is not in or adjacent to a high needs area; thus it is deemed to be adequately served by existing recreational resources.<sup>145</sup>

### **Existing Park Maintenance**

Potential impacts associated with increased demand on existing recreational resources can be informed by the existing deterioration level of those resources. In 2003, voters passed Proposition C, which mandated the evaluation of park maintenance standards in the city. Each park is generally evaluated once a year by the Controller’s Office and four times a year by parks department staff.<sup>146</sup> Each park is given a score based on performance standards for 12 park feature categories: athletic fields, buildings and general amenities, children’s play areas, dog play areas, greenspace, hardscape, lawns, ornament beds, outdoor courts, restrooms, table seating areas, and trees.

The most recent annual report, the Fiscal Year 2015-16 Park Maintenance Standards Report, summarizes all park maintenance evaluations performed by the city between July 1, 2015 and June 30, 2016. In general, a score of 85 percent means a park is well maintained and in good condition. The citywide average park score for Fiscal Year 2015-16 was 85.6 percent.<sup>147</sup> The

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<sup>142</sup> San Francisco Recreation and Parks Department, Recreation Assessment Report, August 2004, Maps 1, 2, 3, 8, and 9, <http://sfrecpark.org/about/publications/2004-recreation-assessment/>, accessed October 5, 2017.

<sup>143</sup> City and County of San Francisco, San Francisco General Plan: Recreation and Open Space Element, April 2014, Maps 4A through 4C, p. 21, <http://openspace.sfplanning.org/>, accessed October 16, 2017.

<sup>144</sup> City and County of San Francisco, San Francisco General Plan: Recreation and Open Space Element, April 2014, Maps 5A through 5C and Map 7, pp. 22-24, <http://openspace.sfplanning.org/>, accessed October 16, 2017.

<sup>145</sup> City and County of San Francisco, San Francisco General Plan: Recreation and Open Space Element, April 2014, Map 7, p. 24, <http://openspace.sfplanning.org/>, accessed October 16, 2017.

<sup>146</sup> Recreation and Park Department, Park Maintenance Standards – Fiscal Year 2015-16 Annual Report, p. 5, <http://openbook.sfgov.org/webreports/details3.aspx?id=2369>, accessed January 18, 2018.

<sup>147</sup> Recreation and Park Department, Park Maintenance Standards – Fiscal Year 2015-16 Annual Report, p. 4, <http://openbook.sfgov.org/webreports/details3.aspx?id=2369>, accessed January 18, 2018.

project site is located in Supervisorial District 2 and Park Service Area 1, which received average park scores of 87.5 percent and 89.1, respectively.<sup>148</sup>

On average, the city's lowest ranking features are children's play areas, athletic fields, and lawns, indicating that these features are vulnerable and are most easily susceptible to deterioration.<sup>149</sup> Trees, table seating areas, and beds of ornamental flowers are the city's highest ranking features, indicating that these features are robust and are the least susceptible to deterioration. For the second year in a row, children's play areas were the lowest scoring features. Among all features, maintenance for playground equipment, fencing, sand, rubber surfacing, litter, paint, and signage were noted as needing the greatest improvement.

Laurel Hill Playground is the closest parks department resource to the project site. Based on 2010 U.S. Census block data adjusted for growth through the 2016 American Community Survey the estimated service population of Laurel Hill Playground is approximately 21,063 people.<sup>150</sup> The playground includes children's play structures, a tennis court, a baseball diamond, a full basketball court, a clubhouse, landscaping, and related amenities. Laurel Hill Playground received a park maintenance score of 89.2 percent, which indicates that the existing park features—including vulnerable features such as play structures, athletic fields, and lawns—are generally well maintained.<sup>151</sup>

**Impact RE-1: The proposed project or project variant would not increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated, or such that the construction of new facilities would be required. (*Less than Significant*)**

The introduction of new residents to the project area under the proposed project or project variant would increase demand on existing recreational resources which, if substantial, could cause physical deterioration to occur or be accelerated. To evaluate the effects of new residents on existing recreational resources, this analysis reviews the existing conditions of recreational resources, the population that would be generated by the proposed project and project variant, the

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<sup>148</sup> Recreation and Park Department, Park Maintenance Standards – Fiscal Year 2015-16 Annual Report, p. 7 and 27, <http://openbook.sfgov.org/webreports/details3.aspx?id=2369>, accessed January 18, 2018.

<sup>149</sup> Recreation and Park Department, San Francisco Park Scores – Average Feature Scores, <http://sfparkscores.weebly.com/feature-scores.html>, accessed January 18, 2018.

<sup>150</sup> The area was selected based on a 0.5-mile radius buffer which represents an approximately 10-minute walk. Based on the 2010 U.S. Census, the total (residential) population of the 145 census blocks located within a 0.5-mile radius of Laurel Hill Playground is 18,993 persons. As stated in Section E.2, Population and Housing, the census tracts within ¼ mile of the project site experienced 11 percent growth between the 2010 Census and the 2016 American Community Survey. Therefore, the residential population within a 0.5-mile radius of Laurel Hill Playground is estimated to be approximately 21,063 persons as of 2016.

<sup>151</sup> Recreation and Park Department, Park Maintenance Standards – Fiscal Year 2015-16 Annual Report, Appendix C, p. 37, <http://openbook.sfgov.org/webreports/details3.aspx?id=2369>, accessed January 18, 2018.

open space that would be provided by the proposed project and project variant, and ongoing parks department maintenance plans and programs for public parks and recreational facilities.

### **Proposed Open Space**

The project site does not contain any existing publicly owned parks or recreation facilities. Under the proposed project or project variant, approximately 53 percent of the project site would be retained as open area although some would be reconfigured. Implementation of the proposed project or project variant would provide a range of open areas for passive recreation, including plazas, squares, and overlooks, and green spaces for active recreation.<sup>152</sup> The proposed Euclid Green would be open to the public and would serve as the primary green space under the proposed project or project variant.<sup>153</sup> In addition, other common open space that would be developed as part of the proposed project or project variant would also be open to the public.

### **Approach to Analysis**

If demand on existing recreation resources is exacerbated by a project's population or employment growth, substantial physical deterioration of existing recreation resources may occur or be accelerated. The proposed project or project variant's impact on recreational resources is informed by availability of facilities, existing maintenance condition of facilities, ongoing maintenance programs, the existing service population of facilities, and future population growth. Increase in population, in and of itself, would not cause physical deterioration of existing facilities or a need for new facilities to be constructed.

### **Project-Generated Park Impacts**

As described under Section E.2, Population and Housing, pp. 113-119, implementation of the proposed project would add approximately 1,261 residents to the project area (1,681 residents under the project variant). This would represent a 4.9 percent increase over the existing population within the project vicinity (census tracts within a quarter-mile radius of the project site), and about 0.15 percent over the existing citywide population. Under the project variant this would represent an approximately 6.5 percent increase over the existing population within the project vicinity (census tracts within a quarter-mile radius of the project site), and about 0.20 percent over the existing citywide population. This residential population growth would increase the demand for parks, open space, and recreation facilities in the project area and citywide over existing conditions.

Similarly, the existing service population of local recreation resources would increase as a result of the proposed project or project variant. As an example, as stated above under "Existing Park Maintenance," Laurel Hill Playground is the closest parks department resource to the project site,

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<sup>152</sup> Although the proposed project or project variant green spaces would not include formal active uses such as sport fields or courts, the proposed green spaces would allow activities such as playing catch.

<sup>153</sup> Green spaces typically include lawns and playfields. Other onsite open spaces are designed with landscaping and hardscape features.

and the playground was given a park maintenance score of 89.2 percent. The service population for the playground was approximately 21,063 people as of 2016. The service population of Laurel Hill Playground would increase by 6.0 percent for the proposed project (additional 1,261 residents under proposed project) and 8.0 percent for the project variant (additional 1,681 residents under project variant). However, demand on Laurel Hill Playground would also be influenced by the needs of nearby residents and park users. Other nearby city parks and recreation facilities (including Presidio Heights Playground, Julius Kahn Playground, and others) plus larger city and region serving resources (including Golden Gate Park and the Presidio of San Francisco) provide a variety of recreation opportunities that allow demand to be distributed in a balanced manner. Given the variety of parks available in the project vicinity, the usage of any one park would not be substantial.

Although project residents may use parks, open spaces, and other recreational facilities in the vicinity of the project site, including Laurel Hill Playground, the increase in population under the proposed project or project variant would not represent substantial growth and the resulting increase in recreation demand would not be in excess of amounts expected, provided for, or planned for in the project area and the city as a whole. Demand for parks and recreation facilities would be balanced among existing facilities, and demand would not result in substantial physical deterioration of any existing resource. Furthermore, the 236,000 square feet of open area provided by the proposed project or project variant (including California Plaza, Cypress Square, Mayfair and Walnut walks, Presidio Overlook, Pine Street Steps and Plaza, Masonic Plaza, Euclid Green, and planning code-required private and common open spaces for project residents) would partially offset the demand for parks and recreational facilities generated by the project residents.

### **Ongoing Park Maintenance Programs**

Ongoing citywide park maintenance programs would help to ensure timely day-to-day park maintenance, as discussed below. Since the park evaluation program began, approximately \$455 million has been expended in over 100 parks from general obligation bond programs approved by the voters in 2000, 2008 and 2012.<sup>154</sup> Bond funds have been used to replace or upgrade playgrounds and to improve restrooms, playing fields, sports courts, accessibility, and many other park facilities and features. While many factors affect the day-to-day cleanliness of parks and drive evaluation scores, it is the city's expectation that bond investments would improve park structural conditions and that the component of park scores related to those conditions will also improve over time.

For example, the Hamilton Recreation Center and playground, located 0.5 mile east of the project site, underwent a renovation project, which was completed in 2010 and was funded by city revenue bonds and open space funds. Under the renovation project, the recreation center, pool

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<sup>154</sup> Recreation and Park Department, Park Maintenance Standards – Fiscal Year 2015-16 Annual Report, Appendix A, p. 30, <http://openbook.sfgov.org/webreports/details3.aspx?id=2369>, accessed January 18, 2018.

lockers/restrooms, playground and play structures were replaced, the pool building and gymnasium were renovated, and seismic improvements and accessibility upgrades were implemented.<sup>155</sup>

The most recent bond, the 2012 Clean and Safe Neighborhood Parks General Obligation Bond (2012 clean and safe parks bond), provided additional funding to continue capital projects aimed at the renewal, expansion, and repair of existing city-owned park, recreation, and open space assets. The 2012 bond continued efforts initiated with the 2008 clean and safe parks bond. In particular, the 2012 bond allocated 9 million dollars of capital investment for Golden Gate Park, including restoration of natural features; play equipment, fields and courts; connectivity and access from roads, paths and trails; and habitat.

In addition, Proposition B, passed in June 2016, requires the city to allocate \$64 million to the parks and open space fund in fiscal year 2016-17, with this baseline allocation increasing by \$3 million each year for ten years, unless the city experiences a deficit of \$200 million or more.<sup>156</sup> The parks department has made the policy decision to set aside at least \$15 million for capital and maintenance projects such as paving and court resurfacing that will improve hardscape, outdoor courts, and other features.

## Summary

In conclusion, the project site is located within walking distance of several existing neighborhood public parks, open spaces, and recreational facilities. The project site is not located in a high-needs area identified by the city for high priority park improvement or acquisition efforts. Parks in the project vicinity and citywide are generally well maintained and evaluated on a regular basis under the park maintenance score program, and additional use of these local recreational resources by project residents would not be substantial compared with their existing use levels and could be accommodated.

The new onsite open areas under the proposed project or project variant would also provide a variety of passive recreation opportunities and would partially offset demand on existing recreational resources. Lastly, ongoing citywide park maintenance, park improvements, and park expansion, such as the park maintenance score program and funding provided in the 2012 bond and Proposition B, would help to ensure timely day-to-day park maintenance and park improvements, as well as potential larger capital improvement projects.

Given the incremental population increase that would result from the proposed project and project variant, the proposed project or project variant would not cause substantial deterioration or substantial acceleration of deterioration of the park or recreational facilities noted above. The

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<sup>155</sup> San Francisco Department of Public Works, Hamilton Recreation Center and Playground Renovation, website, <http://sfpublicworks.org/project/hamilton-recreation-center-playground-renovation>, accessed October 31, 2017.

<sup>156</sup> Recreation and Park Department, Park Maintenance Standards – Fiscal Year 2015-16 Annual Report, p. 6, <http://openbook.sfgov.org/webreports/details3.aspx?id=2369>, accessed January 18, 2018.



recreation demand generated by the proposed project and project variant would not require the construction or expansion of recreational facilities. Therefore, the proposed project and project variant would have a less-than-significant impact on existing recreational resources, and no mitigation measures are necessary. This topic will not be discussed in the EIR.

**Impact RE-2: Construction of open space as part of the proposed project or project variant would not result in substantial adverse physical environmental impacts beyond those analyzed and disclosed in this initial study. (*Less than Significant*)**

The proposed project or project variant would include the development of approximately 103,000 square feet of common open space in conjunction with the construction of the proposed new and adaptively reused buildings, with some portion of the proposed common open space open to the public. The proposed project or project variant would also include more than 85,000 square feet of private open space that would be developed for the exclusive use of residents and users of the respective buildings. Construction activities would vary depending on the location and type of work. Generally, for the construction of new open spaces, sites would be cleared and graded and the following elements would be installed: utilities (e.g., electrical, water, sanitary sewer, and storm drainage), hardscape (e.g., concrete, asphalt, stone, walls, sport-court and play area surfacing, decking/boardwalks), softscape (e.g., lawns, trees, landscaping, and associated irrigation infrastructure), and site furnishings (e.g., benches, lighting). Open space would generally require minimal construction activities, mainly for construction of hardscapes, installation of irrigation infrastructure, and landscaping.

Construction of open area as a component of the proposed project and project variant would be phased over an anticipated 7- to 15-year construction period, and construction-related impacts in any single location would be temporary.<sup>157</sup> As shown on Figure 30, p. 75, open space would generally be created within the same construction phase as adjacent buildings over the four construction phases. Construction activities over this 7- to 15-year period could affect nearby residents and workers. Project-related impacts related to the construction of the open spaces are discussed in their related impact discussions in the initial study (see Section E.10, Utilities and Service Systems; Section E.13, Geology and Soils; and Section E.15, Hazards and Hazardous Materials) or will be discussed in the EIR as part of the analysis of Transportation and Circulation, Noise and Vibration, and Air Quality.

In summary, the effects related to construction of the proposed open area for the proposed project and project variant are addressed as part of the analysis of construction impacts for the proposed project and project variant as a whole. Transportation and Circulation, Noise, and Air Quality impacts will be further analyzed and the severity of these impacts will be determined in the EIR.

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<sup>157</sup> Construction of the proposed project or project variant could extend over a 15-year timeframe, as discussed above in Section A, Project Description, p. 74, with periods of time when no construction would occur, i.e., same development program but over a longer time.

Construction of the proposed project and project variant's open area would not result in additional significant impacts not otherwise disclosed elsewhere in the related environmental topics; therefore, the physical environmental impacts as a result of construction of open area as part of the proposed project or project variant would be considered less than significant. No mitigation is necessary, and this topic will not be discussed in the EIR.

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

As discussed under Impact PH-1, p. 115, in 2016 the city had a population of approximately 850,282 residents and the proposed project or project variant would represent less than 1 percent of the total existing population (0.15 and 0.20 percent, respectively).<sup>158</sup> The projected citywide increase in population between 2020 and 2040 is anticipated to be about 195,300 persons and neither the proposed project nor project variant would represent a significant percentage of that increase.<sup>159</sup> The larger, citywide population increase from 2020 to 2040 would result in increased demand for recreational resources in the future, and this demand would be addressed through implementation of policies included in the recreation and open space element to address long-term open space and recreation needs.

Past, present, and reasonably foreseeable future projects within a quarter-mile radius of the project site are identified in Section B, Project Setting, pp. 94-99, and shown on Figure 36, p. 95. These nearby cumulative development projects would add approximately 773 new residents in approximately 342 new dwelling units into the project area. Cumulative development in the project site vicinity would result in a total of approximately 2,034 new residents in combination with the proposed project (2,454 new residents in combination with the project variant).

In combination with the proposed project or project variant, these reasonably foreseeable future projects would increase the population near the project site (census tracts within a quarter-mile radius of the project site) by approximately 8.3 and 10.0 percent, respectively. This would result in a cumulative increase in demand on local parks and recreation facilities such as Laurel Hill Playground. As stated above in Impact RE-1 under "Existing Park Maintenance", Laurel Hill Playground is the closest parks department resource from the project site, the service population was approximately 21,063 people as of 2016, and the playground was given a park maintenance score of 89.2 percent.

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<sup>158</sup> U.S. Census Bureau, 2012-2016 5-Year American Community Survey, San Francisco County, California, American Community Survey Demographic and Housing Estimates, <https://factfinder.census.gov/faces/nav/jsf/pages/index.xhtml>, accessed February 5, 2018.

<sup>159</sup> Association of Bay Area Governments, Projections 2013, p. 75. ABAG's projected residential population for San Francisco is 890,400 persons in 2020 and 1,085,700 persons in 2040.

The proposed project or project variant in combination with the reasonably foreseeable future projects would increase the service population of Laurel Hill Playground by 9.6 percent (11.7 percent under the project variant). However, as stated in Section E.2, Population and Housing, under Impact C-PH-1, the increase in the number of residents under the proposed project or project variant in combination with the reasonably foreseeable future projects would be less than, and consistent with, the total citywide growth projections and would not constitute substantial growth. As such, the resulting increase in recreation demand would not be in excess of amounts expected, provided for, or planned for in the project area and the city as a whole.

As compared to existing conditions, use of recreational facilities in the project area would most likely increase with the development of the proposed project or project variant, as well as the past, present, and reasonably foreseeable future projects. However, as described in Impact RE-1, the project is not designated as a high needs area for recreation and open space improvements, i.e., there are adequate recreational facilities in the vicinity. The project site and the reasonably foreseeable development projects are located within walking distance of several existing neighborhood public parks, open spaces, and recreational facilities, including the Presidio and Golden Gate Park. Ongoing citywide park maintenance, improvement, and expansion funding, such as that provided in the 2012 bond and Proposition B, would help to ensure timely day-to-day park maintenance and park improvements, as well as the potential for larger capital improvement projects.

Furthermore, demand on local recreational resources attributable to the proposed project residents in combination with reasonably foreseeable future project residents would be partially offset by the provision of common and private open space on the 3333 California Street project site and planning code-required private and/or common open space for each of the projects included in the cumulative impact analysis.

Therefore, based on the above discussion, cumulative impacts associated with the physical deterioration of existing local recreation resources as a result of an increase in demand for these resources from the proposed project or project variant in combination with reasonably foreseeable development projects in the vicinity would be less than significant. No mitigation is necessary, and this topic will not be discussed in the EIR.

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
<b>10. UTILITIES AND SERVICE SYSTEMS.— Would the project:</b>					
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supply available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The project site is within an urban area that is served by water storage, treatment, and distribution facilities; combined wastewater and stormwater collection, storage, treatment and disposal facilities; and solid waste collection and disposal service systems.

**Impact UT-1: Implementation of the proposed project or project variant would not exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board; would not exceed the capacity of the wastewater treatment provider that would serve the project site; and would not require the construction of new, or expansion of existing, wastewater treatment or stormwater drainage facilities. (*Less than Significant*)**

The project site is located in the Channel subdrainage area of the Bayside Drainage Basin, also called the Channel Watershed<sup>160</sup>, and is served by San Francisco's combined sewer system, which collects, transports, and treats sanitary sewage and stormwater runoff in the same facilities prior to

<sup>160</sup> San Francisco Public Utilities Commission (SFPUC), Sewer System Improvements Fact Sheet, <http://sfwater.org/modules/showdocument.aspx?documentid=10762>, accessed March 8, 2018.

discharge to federal and state waters, (i.e. San Francisco Bay).<sup>161</sup> The Southeast Water Pollution Control Plant provides wastewater and stormwater treatment for the combined sewer flows from the Bayside Basin (or east side of the city), including the project site. Discharges to federal and state waters from the water pollution control plant are permitted under Bayside National Pollutant Discharge Elimination System Permit No. CA0037664 (Bayside NPDES Permit)<sup>162</sup>, issued and enforced by the San Francisco Bay Regional Water Quality Control Board (regional water board).

This permit specifies discharge prohibitions, dry-weather effluent limitations, wet-weather effluent performance criteria, receiving water limitations, sludge management practices, and monitoring and reporting requirements. During wet weather the capacity at the Southeast Water Pollution Control Plant is supplemented by the North Point Wet-Weather Facility and the Bayside Wet-Weather Transport/Storage and Diversion Structures. If wet-weather flows exceed the capacity of the overall system, the excess (primarily stormwater) is discharged from one of 36 combined sewer overflow structures located along the waterfront. The permit prohibits overflows from the combined sewer overflow during dry weather, and requires wet-weather overflows to comply with the nine minimum controls specified in the U.S. Environmental Protection Agency's Combined Sewer Overflow Control Policy.<sup>163</sup>

The combined collection and treatment system is sized to accommodate both daily wastewater flows and stormwater runoff. The current collection system design standard is to provide enough drainage capacity to contain a 5-year storm (a storm with a 20 percent chance of occurring in one year).<sup>164</sup>

### **Construction Stormwater and Non-Stormwater Runoff**

Construction of the proposed project or project variant would create and/or replace over 5,000 square feet of impervious surface and would involve demolition, excavation (approximately 241,300 cubic yards), site preparation, and construction in four overlapping phases that would occur over a period of approximately 7 to 15 years (see Section A, Project Description, pp. 74-81).

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<sup>161</sup> San Francisco is roughly divided into two major drainage areas: the Bayside and Westside Basins, which are further divided into eight subdrainage areas. SFPUC, Draft San Francisco Sewer System Improvement Program Report, August 10, 2010, Figure 1. San Francisco Major Drainage Basins and Wastewater Facilities, p. 2, <http://www.sfwater.org/modules/showdocument.aspx?documentid=984>, accessed October 5, 2017.

<sup>162</sup> San Francisco Regional Water Quality Control Board, Waste Discharge Requirements for the Southeast Water Pollution Control Plant, North Point Wet Weather Facility and Bayside Wet Weather Facilities and Wastewater Collection System, Order No. R2-2013-0029, NPDES No. CA0037664, adopted August 2013, [https://www.waterboards.ca.gov/rwqcb2/board\\_decisions/adopted\\_orders/2013/R2-2013-0029.pdf](https://www.waterboards.ca.gov/rwqcb2/board_decisions/adopted_orders/2013/R2-2013-0029.pdf), accessed January 19, 2018.

<sup>163</sup> U.S. Environmental Protection Agency, Combined Sewer Overflow (CSO) Control Policy; Notice, April 19, 1994. Federal Register Vol. 59, No. 75, <https://www.epa.gov/sites/production/files/2015-10/documents/owm0111.pdf>, accessed October 27, 2017.

<sup>164</sup> San Francisco Public Utilities Commission, San Francisco Sewer system Master Plan, Summary Report, Final Draft, March 2010, p.3-4, <http://www.gestaltgraphics.com/docs/SFSSSummary.pdf>, accessed March 6, 2018.

As discussed in Section E.14, Hydrology and Water Quality (pp. 218-219), the project sponsor would be required to prepare an erosion and sediment control plan that would be reviewed, approved, and enforced by the San Francisco Public Utilities Commission (SFPUC). Preparation, review, and approval of an erosion and sediment control plan would comply with the Bayside NPDES Permit, regional water board, and U.S. Environmental Protection Agency standards and regulations regarding wastewater and stormwater treatment and discharge.

The erosion and sediment control plan would include a site map illustrating the best management practices to be used to minimize onsite erosion and sediment discharge into the combined sewer system, and a narrative description of those practices. Appropriate best management practices for the erosion and sediment control plan may include the following:

- **Scheduling**—Develop a schedule that includes sequencing of construction activities with the implementation of appropriate best management practices. Perform construction activities and control practices in accordance with the planned schedule. Schedule work to minimize soil-disturbing activities during the rainy season. Schedule major grading operations for the dry season when practical. Monitor the weather forecast for rainfall and adjust the schedule as appropriate.
- **Erosion Control Best Management Practices**—Preserve existing vegetation where feasible, apply mulch or hydroseed areas until permanent stabilization is established, and use soil binders, geotextiles and mats, earth dikes and drainage swales, velocity dissipation devices, slope drains, or polyacrylamide to protect soil from erosion.
- **Wind Erosion Best Management Practices**—Apply water or other dust palliatives to prevent dust nuisance; prevent overwatering which can cause erosion. Alternatively, cover small stockpiles or areas that remain inactive for seven or more days.
- **Sediment Control Best Management Practices**—Install silt fences, sediment basins, sediment traps, check dams, fiber rolls, sand or gravel bag barriers, straw bale barriers, approved chemical treatment, and storm drain inlet protection to minimize the discharge of sediment. Employ street sweeping to remove sediment from streets.
- **Tracking Control Best Management Practices**—Stabilize the construction site entrance to prevent tracking of sediment onto public roads by construction vehicles. Stabilize onsite vehicle transportation routes immediately after grading to prevent erosion and control dust. Install a tire wash area to remove sediment from tires and under carriages.

Non-stormwater management best management practices that may be implemented during construction include water conservation practices and dewatering practices that minimize sediment discharges. Additional non-stormwater management best management practices typically include controls for water used in paving and grinding activities, concrete curing and finishing, and temporary concrete batch plants; best management practices for irrigation and other planned or unplanned discharges of potable water; and best management practices for vehicle and equipment cleaning, fueling, and maintenance. These best management practices both reduce the volume of discharge to the wastewater system during construction and reduce the level of treatment that may be needed as a result of discharges that do occur. Discharges from dewatering activities are required

to comply with the SFPUC's Batch Wastewater Discharge Requirements that regulate influent concentrations for various constituents.

Waste management best management practices would be implemented for material delivery, use, and storage; stockpile management; spill prevention and control; solid and liquid waste management; hazardous waste management; contaminated soil management; concrete waste management; and septic/sanitary waste management. These best management practices are not directly related to stormwater runoff but are intended to avoid discharging inappropriate materials to the city's combined wastewater/stormwater collection and treatment system.

Implementation of the erosion and sediment control plan would prevent sediment and contaminants from entering the combined sewer system and minimize potential adverse effects from contaminants in stormwater and non-stormwater runoff during construction. Therefore, construction of the proposed project or project variant would not cause the Southeast Water Pollution Control Plant to exceed wastewater treatment requirements of the regional water board. No mitigation measures are necessary, and this topic will not be discussed in the EIR.

### **Operational Stormwater**

Under existing conditions, approximately 63 percent of the project site is covered by buildings or other impermeable surfaces (e.g., roadways and surface parking lots) and 37 percent is landscaping or landscaped open space. Compliance with the Stormwater Management Ordinance, adopted in 2010 and amended in 2016, and the 2016 Stormwater Management Requirements and Design Guidelines<sup>165</sup> would require operation of the proposed project or project variant to reduce the existing volume and rate of stormwater runoff discharged from the project site. Because the proposed project or project variant would be developed on a site with greater than 50 percent impervious surface area, would create or replace more than 5,000 square feet of impermeable surface area, and would be served by the combined sewer system, the stormwater management approach must reduce the runoff flow rate and volume by 25 percent for a 2-year, 24-hour design storm.<sup>166</sup> The 2016 Stormwater Management Requirements and Design Guidelines sets forth a hierarchy of best management practices that meet the stormwater runoff requirements. First priority best management practices involve reduction in stormwater runoff through approaches such as rainwater harvesting and reuse (e.g., for toilets and urinals and/or irrigation); infiltration through a

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<sup>165</sup> San Francisco Public Utilities Commission, San Francisco Stormwater Management Requirements and Design Guidelines, May 2016, <http://www.sfwater.org/Modules/ShowDocument.aspx?documentID=9026>, accessed October 27, 2017.

<sup>166</sup> San Francisco Public Utilities Commission, San Francisco Stormwater Management Requirements and Design Guidelines, May 2016, Glossary, p. X. A design storm is a hypothetical storm defined by a given return period (which refers to the frequency of a storm) and the storm duration [in this case a frequency of once every 2 years and a duration of 24 hours]. Together, these characteristics yield the storm's rainfall depth. The rainfall depth is used in the analysis of existing drainage, design of new stormwater controls, or assessment of impacts of a proposed project on runoff flows and volumes.

rain garden, swale, trench, or basin; or by redesigning impervious surfaces through the use of permeable pavement or a green roof. Second priority best management practices include detention and biotreatment approaches such as the use of lined flow-through planters or, for large sites, constructed wetlands. Third priority best management practices, permitted only under special circumstances, involve use of a filter to treat stormwater.<sup>167</sup>

As discussed under Impact HY-1 in Section E.14, Hydrology and Water Quality (pp. 220-221), to achieve compliance with the 2016 Stormwater Management Requirements and Design Guidelines, the proposed project or project variant would install appropriate stormwater management systems (e.g., cisterns in the California Street and Masonic garages to collect and detain stormwater runoff onsite, rainwater catchment systems for all new and adaptively reused buildings, and green roofs on most of the new and adaptively reused buildings). These proposed features would manage stormwater on the site and limit demand on both the collection system and wastewater storage and treatment facilities resulting from stormwater discharges. A Stormwater Control Plan for the project site would be designed for review and approval by the SFPUC. This plan would also include a maintenance agreement that must be signed by the project sponsor to ensure proper care of the necessary stormwater controls. Landscape irrigation would be required to comply with San Francisco's water efficient irrigation ordinance.<sup>168</sup> Irrigation would be managed to prevent runoff from entering the combined sewer system. Therefore, the proposed project or project variant would not substantially increase the amount of stormwater runoff to the extent that existing stormwater drainage or wastewater treatment facilities would need to be expanded or new facilities would need to be constructed.

### **Operational Wastewater**

Under existing conditions, there are approximately 1,200 employees associated with current University of California San Francisco uses at the site.<sup>169</sup> Although there would be a net decrease in onsite employment, the onsite population would increase due to the introduction of new residential uses. To analyze projected potable and non-potable water needs of the proposed project and the project variant, the SFPUC prepared a water supply assessment for the proposed project and project variant (see Appendix A of this initial study).<sup>170</sup> This assessment assumed the proposed project would introduce about 2,133 persons (1,214 residents, and 918 employees and visitors) to the project site and that the project variant would introduce approximately 2,228 persons

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<sup>167</sup> Ibid, p. 57.

<sup>168</sup> San Francisco, Water Efficient Irrigation Ordinance, Ordinance 24-16, <http://sfwater.org/Modules/ShowDocument.aspx?documentid=386>, accessed November 2, 2017.

<sup>169</sup> University of California San Francisco, UCSF 2014 Long Range Development Plan Environmental Impact Report, p. 3-56, November 2014.

<sup>170</sup> SFPUC, Water Supply Assessment for the 3333 California Street Project, June 13, 2017.



(1,588 residents, and 640 employees and visitors) to the project site.<sup>171,172</sup> As discussed below, the water supply assessment also determined that approximately 30 percent of the total water demand would be met by the onsite non-potable rainwater and graywater<sup>173</sup> system. As the water supply assessment calculations assumed more persons (residents and employees) compared to the number presented in Section E.2, Population and Housing, in Table 7, p. 114, it is more conservative in its analysis of water demand.

Implementation of the proposed project or project variant would incrementally increase wastewater flows from the project site due to a net increase in the onsite population. Wastewater production is typically approximately 95 percent of water consumption for multifamily residences.<sup>174</sup> An additional source of wastewater from the proposed project or project variant would include non-potable water used for cooling towers. The cooling tower water demand would be approximately 1.9 million gallons per year.<sup>175</sup> This source would add approximately 150,000 to 500,000 gallons of wastewater per year to the combined sewer system (or approximately 410 to 1,370 gallons wastewater per day) depending on the number of cooling tower cycles of concentration.<sup>176</sup> Thus, cooling tower wastewater would be a relatively small contributor to the overall amount of wastewater generated by the proposed project or project variant.

Existing uses at the project site require approximately 20,000 gallons per day of potable water.<sup>177</sup> Assuming that wastewater volumes would be 95 percent of water requirements, existing uses likely produce approximately 19,000 gallons per day of wastewater. The SFPUC's water supply

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<sup>171</sup> The WSA evaluated a Senior Housing Variant which has since been replaced with the Mixed Use Multi-Family Variant; however, water use calculations would be similar under the existing variant as the number of residential units and other uses did not change.

<sup>172</sup> The project variant would have more residents and would use more water than the proposed project. Therefore it would have the most conservative water demand estimate, greater than the demand estimated for the proposed project. For this reason, the project variant is used for the water supply analysis.

<sup>173</sup> Graywater is "untreated wastewater that has not been contaminated by any toilet discharge, has not been affected by infectious, contaminated, or unhealthy bodily wastes, and does not present a threat from contamination by unhealthful processing, manufacturing, or operating wastes. Graywater includes, but is not limited to, wastewater from bathtubs, showers, bathroom sinks, clothes washing machines, and laundry tubs, but does not include wastewater from kitchen sinks or dishwashers." Source: San Francisco Health Code, Article 12C, Alternate Water Sources for Non-Potable Applications, <http://sfwater.org/Modules/ShowDocument.aspx?documentID=10422>, accessed October 20, 2017.

<sup>174</sup> City of County of San Francisco, 2030 Wastewater Master Plan, Task 100 Technical Memorandum No. 102, Wastewater Flow and Load Projections, Final Draft, August 2009, pp. 102-7, <http://www.sfwater.org/modules/showdocument.aspx?documentid=607>, accessed October 20, 2017

<sup>175</sup> SFPUC, Water Supply Assessment for the 3333 California Street Project, June 13, 2017 Attachment B – 3333 California Street Project Demand Memo, May 2, 2017, p. 28.

<sup>176</sup> Cycles of concentration refer to the ratio of the concentration of dissolved solids in the blowdown (or waste) water compared to the make-up (or fresh) water. Because dissolved solids enter the system in the make-up (or fresh) water and exit the system in the blowdown (or waste) water, the cycles of concentration are also approximately equal to the ratio of volume of make-up to blowdown water.

<sup>177</sup> SFPUC, Water Supply Assessment for the 3333 California Street Project, Attachment B – 3333 California Street Project Demand Memo, May 2, 2017, p. 8.

assessment projected the proposed project and project variant would require approximately 41,300 and 73,000 gallons of potable water per day, respectively.<sup>178</sup> Therefore, assuming that wastewater volumes would be 95 percent of potable water requirements, the proposed project and project variant would produce approximately 39,200 and 69,400 gallons per day of wastewater, respectively. This increase of either 20,200 or 50,300 gallons per day of wastewater over existing conditions would not be substantial. The proposed project or project variant would represent only a 0.03 percent or 0.08 percent increase, respectively, in the Southeast Water Pollution Control Plant's average daily treatment capacity of 60,000,000 gallons per day. The Southeast Water Pollution Control Plant would be able to accommodate this increase in flow.

In order to serve the proposed Masonic Building, which would be developed on the southeast portion of the project site, a new 180-foot-long, 8-inch-diameter sewer line for wastewater only would be constructed under Masonic Avenue during the first phase of construction and would connect to the existing 16-inch-diameter combined sewer main under Presidio Avenue that flows east down Pine Street (see Section A, Project Description, p. 72).<sup>179</sup> All other proposed new buildings and the adaptively reused Center Building A and Center Building B would connect to the existing sewer lines along California Street, Presidio Avenue, Euclid Avenue, and Laurel Street via sewer laterals. As discussed above, the combined sewer system is sized to accommodate both daily wastewater flows and stormwater runoff from a 5-year storm therefore wastewater is a small component of the design flow. The majority of the flow during wet weather events comes from stormwater runoff. The proposed project and project variant would be designed to reduce the peak stormwater runoff flow rate and volume for a 2-year, 24-hour design storm event by at least 25 percent over existing conditions; therefore, the downstream conveyance system would have sufficient capacity to accommodate the new wastewater flows. The impacts of constructing the new 180-foot-long, 8-inch-diameter sewer line are addressed in other relevant sections of this initial study such as Section E.3, Cultural Resources (Archaeological Resources). Construction noise and construction air quality impacts associated with this component of the construction program will be addressed in the relevant sections of the EIR.

Compliance with the Non-Potable Water Ordinance through the diversion of graywater and rainwater would offset approximately 30 percent of projected water use. The proposed project or project variant would also include water-efficient fixtures in bathrooms and kitchens for the residential, retail, child care, and office uses, as required by Title 24 of the California Code of Regulations and the San Francisco Green Building Code. Compliance with these regulations would reduce wastewater flows and the amount of potable water used for building functions. The proposed project and project variant would also meet the wastewater pre-treatment requirements of the

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<sup>178</sup> SFPUC, Water Supply Assessment for the 3333 California Street Project, June 13, 2017, p. 5.

<sup>179</sup> Chokshi, Mira, Principal Engineer, San Francisco Public Utilities Commission, e-mail correspondence with Debra Dwyer, Principal Environmental Planner, San Francisco Planning Department, March 6, 2018. City's sewer model indicated that sufficient capacity exists within the Presidio Avenue sewer line to accept wastewater flows from the project site.

SFPUC, as required by the San Francisco Industrial Waste Ordinance, in order to meet regional water board requirements (see the discussion in Section E.14, Hydrology and Water Quality, under Impact HY-1, pp. 220-221, for additional stormwater management requirements).<sup>180</sup>

Although implementation of the proposed project or project variant would add new residents, employees, and visitors to the project site, this increase (when existing employees are subtracted) to the onsite population would not be considered substantial or require additional facilities. The SFPUC's infrastructure capacity plans account for projected population and employment growth in relation to the capacity of its collection, storage, and treatment system.<sup>181</sup> The proposed project or project variant would comply with all applicable ordinances and regulations related to water conservation. Therefore, the proposed project's or project variant's demand would not exceed the capacity of the combined sewer system in relation to collection, storage, and treatment facilities when considered in the context of SFPUC's existing commitment.

For the reasons discussed above, implementation of the proposed project or project variant would incrementally increase the combined sewer flows from the project site compared to existing conditions; however, these combined flows would be treated to the standards contained in the Bayside Permit. Compliance would ensure that the wastewater treatment requirements of the regional water board, as promulgated through the Bayside NPDES Permit standards and U.S. Environmental Protection Agency regulations, would not be exceeded. Furthermore, implementation of the proposed project or project variant would not result in the determination that the Southeast Water Pollution Control Plant would have inadequate capacity to serve the proposed project's or project variant's demand in addition to its existing commitments. Thus, implementation of the proposed project or project variant would not require the construction of new or expanded wastewater or stormwater collection, conveyance, or treatment facilities that could have a significant impact on the environment. Therefore, the impact would be less than significant and no mitigation measures are necessary. This topic will not be discussed in the EIR.

**Impact UT-2: The SFPUC has sufficient water supply available to serve the project site from existing entitlements and resources and would not require new or expanded water supply resources or entitlements. (*Less than Significant*)**

Approximately 97 percent of the water provided to San Francisco is supplied by the SFPUC Regional Water System, which is made up of water from the Hetch Hetchy Reservoir and Bay Area reservoirs in the Alameda Creek and Peninsula watersheds. The remaining 3 percent is supplied by

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<sup>180</sup> City and County of San Francisco, Ordinance No. 19-92, San Francisco Municipal Code (Public Works), Part II, Chapter X, Article 4.1 (amended), January 13, 1992, [http://www.sfpublishworks.org/sites/default/files/Industrial\\_Waste\\_Discharge\\_Limits.pdf](http://www.sfpublishworks.org/sites/default/files/Industrial_Waste_Discharge_Limits.pdf), accessed October 20, 2017.

<sup>181</sup> San Francisco Public Utilities Commission, San Francisco Sewer System Master Plan, 2010, <http://www.gestaltgraphics.com/docs/SFSSSummary.pdf>, accessed January 18, 2018. The Sewer System Master Plan evolved into the Sewer System Improvement Program and then the 2015 San Francisco Sewer System Management Plan.

local water supplies, including recycled water, groundwater and non-potable water.<sup>182</sup> The project site is currently served by this water delivery infrastructure. In 2015, the SFPUC provided an average of approximately 65.6 million gallons per day of water to its in-city retail customers.<sup>183</sup> The SFPUC considers water users within San Francisco to be its retail customers, served separately from its wholesale customers in Santa Clara, Alameda San Mateo, San Joaquin, and Tuolumne counties. The SFPUC has a projected retail supply of 89.9 million gallons per day through the year 2040 from its Regional Water System and local water supply sources.<sup>184</sup>

Existing water use on the project site is approximately 20,000 gallons per day.<sup>185</sup> Because the project variant would have more residents and use more water than the proposed project, it would have the most conservative water demand estimate and would encompass the demands estimated for the proposed project because it includes additional residential units. Therefore, this discussion uses the water demand estimates for the project variant. The project variant's new residential, retail, child care, and open space uses would use an estimated 73,000 gallons of water per day, resulting in a net increase of approximately 53,000 gallons per day.<sup>186</sup> The increase in water demand from the proposed project or project variant would not be substantial, and would represent a small percentage (0.05 percent) of the projected 2040 in-city retail supply (89.9 million gallons per day). Therefore, this increase could be accommodated by the anticipated water supply for San Francisco.<sup>187</sup> The proposed project and project variant would be designed to incorporate water-conserving measures, such as low-flush toilets and urinals, as required by California State Building Code section 402.0(c); residential submetering, as required by California Water Code sections 537-537.5 as added in 2016 by Senate Bill No. 7<sup>188, 189</sup>; and a rainwater and graywater system, as required

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<sup>182</sup> SFPUC, 2015 Urban Water Management Plan for the City and County of San Francisco, June 2016 (hereinafter "2015 UWMP"), Section 6.2, p. 6-10, <http://www.sfwater.org/modules/showdocument.aspx?documentid=9300>, accessed October 5, 2017.

<sup>183</sup> Ibid, Section 4.1, Table 4-1, p. 4-5. This is the volume of water provided to San Francisco alone; note that there are a small number of additional retail customers outside of the City, including Groveland in the Sierra Nevada foothills.

<sup>184</sup> Ibid, Section 7.5, Table 7-4, p. 7-10.

<sup>185</sup> Water Supply Assessment for the 3333 California Street Project, Attachment B, 3333 California Street Project Demand Memo, May 17, 2017, p. 8, Existing Usage, <https://sfwater.org/modules/showdocument.aspx?documentid=10938>, accessed October 5, 2017.

<sup>186</sup> SFPUC, Water Supply Assessment for the 3333 California Street Project, June 13, 2017.

<sup>187</sup> SFPUC, 2015 UWMP, Section 7.1, Table 7-1, p. 7-3. Projects that during normal precipitation years and multiple dry years, the SFPUC will have adequate supplies to meet projected demand through 2040, although some rationing may occur in dry years.

<sup>188</sup> SFPUC, Residential Water Submetering Webpage, 2017, <https://sfwater.org/index.aspx?page=1186>, accessed January 3, 2018.

<sup>189</sup> California Legislative Information, SB-7 Housing: water meters: multiunit structures, Chapter 623, 2016, [https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill\\_id=201520160SB7](https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201520160SB7), accessed January 3, 2018.

by San Francisco's Non-Potable Water Ordinance, that would supply up to 30 percent of the total water demand.<sup>190</sup> These measures have been included in the water supply assessment calculations.

During construction, water would be required for dust control during grading and demolition, concrete curing, pressure washing, and other uses. The project sponsor and general contractor would minimize the use of potable water to the extent feasible, and would comply with Ordinance 175-91, which requires that non-potable water be used for dust-control activities when feasible.<sup>191</sup> Non-potable water may not be used for demolition, pressure washing, or dust control through aerial spraying. Water use during construction would be short term and temporary and would not require the SFPUC to develop new or expanded water supply resources or entitlements. This impact would be less than significant and will not be discussed in the EIR.

On June 13, 2017, the SFPUC approved a water supply assessment for the proposed project and project variant and determined that it has adequate supplies to meet project demand.<sup>192</sup> Because the water demand estimated for the proposed project and project variant could be accommodated by the existing and planned supply anticipated under the SFPUC's 2015 Urban Water Management Plan and would use best-practice water conservation devices and techniques, it would not result in a substantial increase in water use on the project site such that existing water supply entitlements and water resources would need to be expanded. Thus, no expansion or construction of new water supply resources or facilities would be required, and the proposed project and project variant would result in less-than-significant water supply impacts, and mitigation measures are not necessary. This topic will not be discussed in the EIR.

**Impact UT-3: The proposed project or project variant would be served by a landfill with sufficient permitted capacity. (*Less than Significant*)**

Recology provides solid waste collection, recycling, and disposal services for residential and commercial garbage, recycling, and composting in San Francisco through its subsidiaries: Golden Gate Disposal and Recycling, and Sunset Scavenger. Materials are collected and hauled to the Recology transfer station/recycling center at 501 Tunnel Avenue, near the southeastern city limit, for sorting and subsequent transportation to other facilities. Recyclable materials are taken to Recology's Pier 96 facility, where they are separated into commodities (e.g., aluminum, glass, and paper) and transported to other users for reprocessing. Compostables (e.g., food waste, plant trimmings, and soiled paper) are transferred to a Recology composting facility in Solano County, where they are converted to soil amendment and compost. The remaining material that cannot otherwise be reprocessed ("trash") is transported to landfills.

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<sup>190</sup> SFPUC, Non-Potable Water Program, <http://sfwater.org/index.aspx?page=686>, accessed October 10, 2017.

<sup>191</sup> City and County of San Francisco, San Francisco Public Works Code, Article 21: Restriction of Use of Potable Water for Soil Compaction and Dust Control Activities, 1991, <http://www.sfwater.org/modules/showdocument.aspx?documentid=1295>, accessed January 18, 2018.

<sup>192</sup> SFPUC, Water Supply Assessment for the 3333 California Street Project, June 13, 2017.

In September 2015, the city approved an agreement with Recology, Inc. for the transport and disposal of the city's municipal solid waste at the Recology Hay Road Landfill, northeast of Vacaville in Solano County. The city began disposing the majority of its municipal solid waste at the Recology Hay Road Landfill in January 2016, and that practice is anticipated to continue for approximately nine years, or until 3.4 million tons of municipal solid waste have been deposited in that landfill, whichever comes first. The city would have an option to renew the agreement for a period of six years, or until an additional 1.6 million tons of municipal solid waste have been deposited in the landfill, whichever comes first.<sup>193</sup> The Recology Hay Road Landfill has a permitted maximum daily disposal capacity of 2,400 tons per day, a maximum permitted capacity of 37 million cubic yards, and a remaining permitted capacity of 30.4 million cubic yards (or 82 percent of its permitted capacity); its estimated closure date is January 1, 2077.<sup>194</sup> In 2016, approximately 600,231 tons of municipal solid waste was generated in the city, with 404,404 tons transported to Recology Hay Road Landfill, 106,847 tons to the Potrero Hills Landfill, 44,255 tons to the Corinda Los Trancos Landfill, and 22,903 tons to Altamont Landfill; the remainder was transported to 18 other landfills.<sup>195</sup> Together, the 22 landfills used by San Francisco in 2016 have a remaining capacity of 620 million cubic yards.<sup>196</sup>

San Francisco's Mandatory Recycling and Composting Ordinance (San Francisco Ordinance No. 100-09) requires all properties and everyone in the city to separate their recyclables, compostables, and landfill trash. Recycling, composting, and waste reduction are expected to increasingly divert waste from landfills per California and local requirements. Under California's Integrated Waste Management Act (Assembly Bill 939), all jurisdictions were required to divert 50 percent of their waste streams from landfill disposal by 2000. San Francisco met this threshold in 2003 and increased it to 69 percent in 2005 and 70 percent in 2006. San Francisco had a goal of 75 percent solid waste diversion by 2010, which it exceeded at 80 percent diversion, and has a goal of 100 percent solid waste diversion or "zero waste" to landfill or incineration by 2020.<sup>197</sup>

As described in the Section A, Project Description, under "Demolition, Excavation and Soils Disturbance", pp. 78-81, construction activities would result in an estimated 241,300 net cubic

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<sup>193</sup> San Francisco Planning Department, Agreement for Disposal of San Francisco Municipal Solid Waste at Recology Hay Road Landfill in Solano County Final Negative Declaration, Case No. 2014.0653E, July 21, 2015, [http://sfmea.sfplanning.org/2014.0653E\\_Revised\\_FND.pdf](http://sfmea.sfplanning.org/2014.0653E_Revised_FND.pdf), accessed October 6, 2017.

<sup>194</sup> California Department of Resources Recycling and Recovery (CalRecycle), Facility/Site Summary Details: Recology Hay Road (48-AA-00002), <http://www.calrecycle.ca.gov/SWFacilities/Directory/48-aa-0002/Detail/>, accessed October 6, 2017.

<sup>195</sup> CalRecycle, CalRecycle Disposal by Facility 2016, San Francisco County, <http://www.calrecycle.ca.gov/LGCentral/Reports/Viewer.aspx?P=ReportYear%3d2016%26ReportName%3dReportEDRSJurisDisposalByFacility%26OriginJurisdictionIDs%3d438>, accessed October 6, 2017.

<sup>196</sup> CalRecycle Facility/Site Summary Details were accessed for each landfill or disposal site on January 2, 2018.

<sup>197</sup> San Francisco Department of the Environment, Zero Waste Program, "San Francisco Sets North American Record for Recycling and Composting with 80 Percent Diversion Rate", <https://sfenvironment.org/news/update/san-francisco-sets-north-american-record-for-recycling-composting-with-80-percent-diversion-rate>, accessed October 6, 2017.

yards of soils from the excavation, and an estimated 47,000 cubic yards of debris from demolition and remodeling activities at the project site during the approximately seven-year construction period. San Francisco's Construction and Demolition Debris Recovery Ordinance (San Francisco Ordinance No. 27-06) requires mixed construction and demolition debris be transported by a Registered Transporter and taken to a Registered Facility that must recover for reuse or recycling and divert from landfill at least 65 percent of all received construction and demolition debris. The San Francisco Green Building Code also requires certain projects to submit a Recovery Plan to the Department of the Environment demonstrating recovery or diversion of at least 75 percent of all demolition debris. Excavated soil and demolition debris that is contaminated (e.g., with asbestos, PCBs, or lead-based paint) and classified as a hazardous waste would be taken to a Class I facility for disposal in accordance with applicable laws and regulations for the disposal of hazardous waste. Soils not classified as hazardous waste would be transported to local disposal and reuse sites such as Treasure Island, Bay Meadows, or other available sites.

Although the proposed project or project variant would incrementally increase total waste generation from the city by increasing the number of residents at the project site and as a result of excavation, demolition, and remodeling activities, the increasing rate of diversion citywide through recycling and other methods would result in a decreasing share of total waste that requires deposition into the landfill. In 2016, San Francisco disposed of 600,231 tons of municipal waste for the year<sup>198</sup>, or approximately 1,644 tons per day. Operation of the proposed project or project variant would increase residents by 1,261 and 1,681 people, respectively, and would increase employees by 395 and 206 employees, respectively. Solid waste production is estimated at 6.6 pounds per person per day for residents and 10.6 pounds per person per day for employees.<sup>199</sup> Under existing conditions, the project site is estimated to produce approximately 12,720 pounds per day of solid waste. The proposed project and project variant would produce approximately 12,510 and 13,278 pounds of solid waste per day, respectively. Therefore, the proposed project and project variant would either generate a similar amount or incrementally more solid waste than under existing conditions. Given the city's progress to date on diversion and waste reduction, and given the existing future long-term capacity available at the Recology Hay Road Landfill and other area landfills, the proposed project or project variant would be served by regional landfills with sufficient permitted capacity to accommodate its solid waste disposal needs. This impact would be less than significant, and no mitigation measures are necessary. This topic will not be discussed in the EIR.

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<sup>198</sup> CalRecycle, CalRecycle Disposal by Facility 2016, San Francisco County, <http://www.calrecycle.ca.gov/LGCentral/Reports/Viewer.aspx?P=ReportYear%3d2016%26ReportName%3dReportEDRSJurisdictionByFacility%26OriginJurisdictionIDs%3d438>, accessed October 6, 2017.

<sup>199</sup> CalRecycle, Disposal Rate Calculator, San Francisco 2016 Reporting Year, <http://www.calrecycle.ca.gov/LGCentral/Reports/OnLineDisposalRateCalc.aspx?ReportingEntityID=1421&ReportYear=2016&Mode=Edit>, accessed March 6, 2018.

**Impact UT-4: Construction and operation of the proposed project or project variant would comply with all applicable statutes and regulations related to solid waste. (*Less than Significant*)**

The California Integrated Waste Management Act of 1989 (Assembly Bill 939) requires municipalities to adopt an Integrated Waste Management Plan to establish objectives, policies, and programs related to waste disposal, management, source reduction, and recycling. Reports filed by the San Francisco Department of the Environment show that the city generated approximately 870,000 tons of waste material in 2000. By 2010, that figure decreased to approximately 455,000 tons. Waste diverted from landfills is defined as recycled or composted. San Francisco has a goal of 75 percent landfill diversion by 2010 and 100 percent by 2020.<sup>200</sup> As noted above, 80 percent of San Francisco's solid waste was being diverted from landfills by 2012, indicating that San Francisco met the 2010 diversion target.

San Francisco Ordinance No. 27-06 requires a minimum of 65 percent of all construction and demolition debris to be recycled and diverted from landfills. The San Francisco Green Building Code also requires certain projects to submit a Recovery Plan to the San Francisco Department of the Environment demonstrating recovery or diversion of at least 75 percent of all demolition debris. Furthermore, San Francisco Ordinance No. 100-09 requires everyone in San Francisco to separate their solid waste into recyclables, compostables, and trash. The proposed project and project variant would be subject to and would comply with San Francisco Ordinance No. 27-06, the San Francisco Green Building Code, San Francisco Ordinance No. 100-09, and all other applicable statutes and regulations related to solid waste. In addition, as discussed in Section E.15, Hazards and Hazardous Materials, soils from excavation activities could be classified as a hazardous waste. Accordingly, the proposed project or project variant would be required to follow state and federal regulations related to the disposal of hazardous wastes, and hazardous wastes would be transported to a permitted disposal or recycling facility. The proposed project or project variant would comply with all applicable local, state, and federal laws and regulations pertaining to solid waste. Therefore, this impact would be less than significant, and no mitigation measures are necessary. This topic will not be discussed in the EIR.

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

The past, present, and reasonably foreseeable future projects in the vicinity of the project site are identified in Section B, Project Setting, pp. 94-99, and shown on Figure 36, p. 95. There are four development projects in the project vicinity that would add approximately 773 additional residents and would result in a total of approximately 2,034 new residents in combination with the proposed project (approximately 2,454 new residents in combination with the project variant), and an

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<sup>200</sup> San Francisco Department of the Environment, Zero Waste FAQs, <https://sfenvironment.org/zero-waste-faqs>, accessed October 6, 2017.



increase in retail space of 18,920 gross square feet, for a total cumulative increase of 126,226 gross square feet of commercial space in combination with the proposed project (76,227 gross square feet in combination with the project variant).<sup>201</sup> These increases would result in a cumulative increase in water consumption, and a cumulative increase in wastewater and solid waste generation as described below. Streetscape and transportation improvements and other city-sponsored projects identified in Section B would have temporary impacts, but would not have permanent cumulative impacts affecting water, wastewater and solid waste systems, and are not further discussed in this section. The streetscape projects identified in Section B would implement low impact design features in accordance with the Better Streets Plan and the Stormwater Management and Design Guidelines which would result in reductions in stormwater flows during wet-weather events.

### **Wastewater and Stormwater**

The city is divided into drainage basins or watersheds that drain either to the Oceanside Water Pollution Control Plant or the Southeast Water Pollution Control Plant. The proposed project is located in the Channel Watershed which drains to the Southeast Water Pollution Control Plant. Three cumulative development projects, 726 Presidio Avenue, 2670 Geary Boulevard and 2675 Geary Boulevard, are also located in the Channel Watershed.<sup>202</sup> These projects would increase the number of residents and retail space in the Channel Watershed by approximately 231 residents (726 Presidio Avenue and 2670 Geary Boulevard) and 18,920 gross square feet of commercial space, respectively, for a total cumulative increase of 1,492 residents and 126,226 gross square feet (1,912 residents and 76,227 gross square feet with the project variant).<sup>203</sup> Wastewater and stormwater flow from the remaining development project (3700 California Street) would be in the Richmond Watershed which drains to the Oceanside Water Pollution Control Plant and would not contribute to cumulative wastewater and stormwater impacts for the proposed project or project variant. The combined sewer system and treatment facilities are designed to accept both wastewater and stormwater flows, and stormwater flows are the largest component during wet weather. As with the proposed project or project variant, the reasonably foreseeable cumulative projects would be required to comply with all San Francisco regulations regarding wastewater and stormwater generation. Although each cumulative project would result in increased wastewater flows, each would also be required to reduce stormwater flows by 25 percent over existing conditions. The 25 percent reduction in stormwater flows would result in an overall reduction in combined flows during peak wet weather flow events. As a result, the reasonably foreseeable cumulative projects would not combine to generate a cumulative impact related to stormwater flows. Therefore, the proposed project or project variant, in combination with past, present, and reasonably foreseeable

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<sup>201</sup> Commercial space includes retail, office, and childcare uses.

<sup>202</sup> SFPUC, Integrated Watershed Management Program Stormwater Management Plan Drainage Basin Engineering Analysis Low Impact Final Design Report Channel Drainage Basin, May 2009, Figure 2-1 San Francisco's Channel Basin, p. 3, <https://infrastructure.sfwater.org/fds/fds.aspx?lib=SFPUC&doc=457791&data=176249535>, accessed March 5, 2018.

<sup>203</sup> SFUPC, Discover Your Urban Watershed Webpage, <http://sfwater.org/index.aspx?page=642>, accessed October 6, 2017.

future projects, would have a less-than-significant cumulative impact on the combined sewer collection and treatment system.

Each of the cumulative projects, including both development projects and city-sponsored street improvements, would be required to implement erosion and sediment control plans in compliance with the city's NPDES permits, and regional water board and U.S. Environmental Protection Agency regulations regarding wastewater and stormwater treatment and discharge. Compliance with these regulations would minimize impacts from cumulative construction sediment and contaminants entering the combined sewer system and would minimize potential adverse effects from contaminants in stormwater and non-stormwater runoff. For these reasons, the proposed project or project variant, in combination with past, present, and reasonably foreseeable future projects, would have less-than-significant cumulative stormwater and wastewater impacts.

## **Water**

Growth projections under San Francisco's Urban Water Management Plan are based on population and business trends forecast by the Association of Bay Area Governments, the California Department of Finance, and the San Francisco Planning Department.<sup>204</sup> Cumulative projects in the vicinity of the project site would add approximately 773 new residents and 18,920 square feet of retail space, for a total of approximately 2,454 residents and 76,227 square feet of commercial space in combination with the project variant. None of the cumulative projects required the development of site-specific water supply assessments, as none propose development of more than 500 residential units or other program of uses meeting the definition of a water demand project pursuant to CEQA Guidelines section 15155 and sections 10910 through 10915 of the California Water Code. The total cumulative development from these projects would be within the growth projections in the Urban Water Management Plan. Section E.2, Population and Housing, discusses population numbers in detail. The increases in population from the proposed project or project variant would not exceed anticipated citywide growth projections, including those used for the Urban Water Management Plan. Based on a five-year baseline average use of 101 gallons per capita per day for San Francisco residents,<sup>205</sup> a cumulative increase of 2,454 new residents would increase water use by approximately 248,000 gallons per day. This amount is approximately 0.27 percent of the projected retail supply of 89.9 million gallons per day through the year 2040. This demand is consistent with demand assumed in the Urban Water Management Plan, as determined based on Association of Bay Area (ABAG) growth projections. The four reasonably foreseeable cumulative projects were not required to have water supply assessments, but they would be required to meet other San Francisco regulations for reducing water use, such as those in Chapter 12A of the San Francisco Housing Code (residential water conservation) and Chapter 13A of the San Francisco Building Code (commercial water conservation). For these reasons, the proposed project or project

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<sup>204</sup> SFPUC, 2015 UWMP, Section 3.2.2, p. 3-11.

<sup>205</sup> SFPUC, 2015 UWMP, Section 5.1, Table 5-3, p. 5-3.

variant, in combination with past, present, and reasonably foreseeable future projects, would have less-than-significant cumulative impacts on water supply and infrastructure.

### **Solid Waste**

The reasonably foreseeable future development and transportation infrastructure projects would comply with San Francisco's construction and demolition debris recovery and recycling and composting ordinances. As with the proposed project or project variant, compliance with these ordinances would reduce the solid waste generation from construction and operation of nearby cumulative development projects. Thus, the future projects would not combine to generate significant construction- or operation-related solid waste impacts.

Although the reasonably foreseeable cumulative development projects, in combination with the proposed project and project variant, would incrementally increase total waste generation from the city by increasing the number of residents and excavation, demolition, and remodeling activities associated with growth, the increasing rate of diversion citywide through recycling, composting and other methods would result in a decreasing share of total waste that requires deposition into the landfill. Nearby cumulative development projects and other development throughout the city would be subject to the same recycling and composting, and the same construction demolition and debris ordinances applicable to the proposed project and project variant. Given the city's progress to date on diversion and waste reduction, and given the future long-term capacity available at the Recology Hay Road Landfill and other area landfills, the proposed project or project variant would be served by a landfill with sufficient permitted capacity to accommodate its solid waste disposal needs. For these reasons, the proposed project or project variant, in combination with past, present, and reasonably foreseeable future projects, would have less-than-significant cumulative impacts related to solid waste.

### **Conclusion**

As discussed above, the SFPUC has accounted for growth in its water demand and wastewater service projections, and the city has implemented various programs to achieve its zero waste goals by 2020. Nearby cumulative development projects would be subject to the same water conservation, wastewater discharge, recycling and composting, and construction demolition and debris ordinances applicable to the proposed project and project variant. With compliance with these ordinances, nearby cumulative development projects would also have less-than-significant impacts on utilities and service systems. As noted above, the proposed project and project variant would have less-than-significant impacts on utilities and service systems. For these reasons, the proposed project or project variant would not combine with past, present, and reasonably foreseeable probable future projects in the project vicinity to create a significant cumulative impact on utilities and service systems, and this impact would be less than significant. No mitigation measures are necessary. This topic will not be addressed in the EIR.

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
<b>11. PUBLIC SERVICES.</b>					
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services such as fire protection, police protection, schools, parks, or other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The impacts of the proposed project or project variant on parks are discussed under Section E.9, Recreation. Impacts on other public services are discussed below.

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

### **Fire Protection and Emergency Medical Services**

The San Francisco Fire Department (fire department) provides fire suppression services and unified emergency medical services and transport, including basic life support and advanced life support services, in the city. The fire department firefighting companies are organized into three divisions: the Airport Division, which serves San Francisco International Airport, and Divisions 2 and 3, which serve the rest of San Francisco. The project site is located in Division 2, which is divided into five battalions (Battalions 1, 4, 5, 7, and 8) and extends from downtown San Francisco and the Financial District to the city's northwestern boundaries. The project site is within the service area of the fire department's Battalion 5, and the closest fire station is Fire Station No. 10 at 655 Presidio Avenue, immediately east of the project site across Masonic Avenue.<sup>206</sup> Other stations in Battalion 5 include Station 5 (1301 Turk Street), Station 12 (1145 Stanyan Street), and Station 21 (1443 Grove Street). Of these three, Station 21 is the closest fire station, located approximately 0.8 mile south of the project site. Fire Station 5 is being reconstructed as part of the June 2010 Earthquake Safety and Emergency Response Bond, and is scheduled for reopening in September 2018. Fire service will be uninterrupted during construction, relying on the deployment of apparatus

<sup>206</sup> San Francisco Fire Department, Fire Station Locations, <http://sf-fire.org/fire-station-locations>, accessed October 27, 2017.

and personnel from nearby Station No. 6 (135 Sanchez Street, Battalion 2) and Station No. 38 (2150 California Street, Battalion 4).<sup>207</sup>

The fire department does not have a personnel-to-residents ratio goal. As of 2013, the fire department had approximately 1,392 uniformed and 57 civilian members.<sup>208,209</sup> It has 43 engine companies, 19 truck companies, 43 dynamically deployed ambulances,<sup>210</sup> 2 heavy rescue squad units, 2 fireboats, and 19 special purpose units. There are currently 44 permanently staffed fire stations located strategically throughout the city, 3 stations at San Francisco International Airport, and 1 station, Fire Station 49, that houses emergency vehicles and supplies. Although the fire department's system has evolved over the years to respond to the city's changing needs, the current station configuration has not changed substantially since the 1970s.<sup>211</sup> Staffing at each station is based on the station's types of firefighting equipment and the number of engines, trucks, and ambulances on duty at any time is based on staffing availability.

The fire department responds to two types of calls. Code 2 calls are non-life-threatening fire and medical emergencies, and Code 3 calls are life-threatening fire and medical emergencies, the highest response priority. When responding to Code 3 calls, responding vehicles use flashing lights and sirens and cross intersections against control lights. Responses to Code 2 calls are dispatched without lights and sirens. In San Francisco, response times are calculated from the time the dispatch is received and acknowledged at the station to the time the responding unit informs dispatch that it is at the scene.

According to policy set forth by San Francisco's Emergency Medical Services Agency, ambulances should arrive at the scene of a life-threatening emergency medical incident within 10 minutes of dispatch 90 percent of the time. The ambulance-on-time performance rate has steadily improved since the lowest rate of 76 percent in July 2014, and as of Fiscal Year 2017-2018 is now meeting the target.<sup>212</sup> This improvement is attributed to ongoing working group meetings through the

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<sup>207</sup> City and County of San Francisco, Earthquake Safety and Emergency Response Bond, <http://www.sfearthquakesafety.org/firestation5.html>, accessed December 26, 2017.

<sup>208</sup> San Francisco Fire Department, Annual Report: FY 2012-2013, p. 8, <http://www.sf-fire.org/modules/showdocument.aspx?documentid=3584>, accessed October 30, 2017.

<sup>209</sup> The 2012-2013 San Francisco Fire Department Annual Report is the most recent data source.

<sup>210</sup> The San Francisco Administrative Code requires that the fire department maintain four ambulances "statically deployed" at fire stations. In 2009 the fire department completed conversion to a "dynamic" deployment model designed to enhance scheduling, increase efficiency, and improve response times by stationing four ambulances at locations throughout the city rather than at "static" fixed locations. Dynamic deployment refers to the ambulance dispatch strategy of estimating demands and stationing ambulances accordingly to increase their mobility and ensure the fastest response times. Since 2009, all city ambulances have been dynamically deployed out of Fire Station 49, located at 1415 Evans Avenue at Mendell Street in the southwestern portion of the city.

<sup>211</sup> San Francisco Fire Department, Annual Report: FY 2012-2013, p. 8, <http://www.sf-fire.org/modules/showdocument.aspx?documentid=3584>, accessed October 30, 2017.

<sup>212</sup> City and County of San Francisco, City Performance Scorecards, Ambulance Response to Life-Threatening Emergencies, <http://sfgov.org/scorecards/public-safety/ambulance-response-life-threatening-emergencies>, accessed October 30, 2017.

participation of all stakeholders, and resulting operational improvements, such as additional fire department staffing and coordinated scheduling between the fire department and private providers.

The proposed project or project variant would be required to comply with all applicable building and fire code requirements, which identify specific fire protection systems, including, but not limited to, the provision of state-mandated smoke alarms, fire alarm and sprinkler systems, fire extinguishers, required number and location of egress points with appropriate distance separation, and emergency response notification systems. The overall height of Center Building B would be approximately 92 feet and, for the purposes of fire protection, would be classified as a high-rise building. As required by the fire code, Center Building B would have two sources of firefighting water supply: street mains and onsite water tanks. One new fire hydrant would be located near the intersection of the proposed Mayfair and Walnut walks near Center Buildings A and B. This hydrant is currently contemplated to be connected via a new lateral under the proposed Mayfair Walk that would connect to the existing 8-inch-diameter water line under Laurel Street. In addition, two new 25,000-gallon water tanks would be located on Basement Level 3 in a mechanical room. Center Building A would not be classified as a high-rise, and the bridge connecting these buildings would be self-supporting and would be designed to provide a 2-hour fire separation.<sup>213</sup> Furthermore, Center Building A and all other newly constructed buildings would have booster pumps to distribute firefighting water supply.

In addition, section 503 and Appendix D section D105 of the fire code require that fire apparatus access roads must be provided for every building up to within 150 feet of all exterior walls of the first story of the building.<sup>214</sup> In general, fire apparatus access roads must be no less than 20 feet wide. Access roads must also accommodate appropriate slopes for street grades, approach and departure, and truck aerial operations (26 percent, 15 percent, and 14 percent, respectively).<sup>215</sup> In accordance with the fire code, the proposed Walnut Walk and Mayfair Walk would be designed to meet fire code requirements for distance to exterior walls, width, and slope to provide unobstructed primary fire apparatus access through the project site to the interior Center Building A and Center Building B buildings as well as access to some walls of buildings not facing the site perimeter (except the Laurel Duplexes, which would be accessed from Laurel Street).

As presented in Section E.2, Population and Housing, in Table 7, p. 114, implementation of the proposed project would add about 1,261 residents and 395 employees on the project site (1,681 residents and 206 employees under the project variant), which could increase the demand

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<sup>213</sup> A 2-hour fire separation is designed such that if a fire occurs, the burning-side wall would separate from a vertical fire barrier. The vertical fire barrier would remain supported from the opposite side. This installation restricts the spread of fire for up to 2 hours.

<sup>214</sup> The fire department is authorized to increase the dimension of 150 feet if the building is approved with an approved automatic sprinkler system; or if fire apparatus access roads cannot be installed because of location on property, topography, nonnegotiable grades or other similar conditions, and an approved alternative means of fire protection is provided.

<sup>215</sup> The fire department will determine, on a case-by-case review, where the truck aerial operations may not be required.

for fire protection and emergency medical services. However, the increase would be incremental, would be funded largely through project-related increases to the city's tax base, and would not be substantial given the overall demand for such services on a citywide basis. As noted above, fire protection and medical emergency resources are regularly reassessed based on need in order to maintain acceptable service performance standards. The proposed project or project variant would be required to comply with all applicable building and fire codes, and would not result in a substantial demand for service and oversight. For these reasons, implementation of the proposed project or project variant would not require the construction of new, or alteration of existing, fire protection facilities. This impact would be less than significant, and no mitigation measures are necessary. This topic will not be discussed in the EIR.

### **Police Protection Services**

The San Francisco Police Department (police department) provides police protection in the city. Police department services include responding to calls for police assistance, monitoring and managing traffic, and performing general surveillance duties. The department consists of the Golden Gate and Metro divisions and the Operations, Special Operations, and Administration bureaus. The Golden Gate and Metro divisions contain ten separate districts that cover the City. The project site is within the police department's Richmond District, and the closest police station is the Richmond Police Station at 461 6<sup>th</sup> Avenue, 0.9 mile southwest of the project site.<sup>216</sup>

The police department does not have an adopted standard for the ratio of officers to population or developed acreage, and bases its staffing levels on the number of service calls and crime incidents. Total call volume, comprised of emergency and nonemergency calls, is growing. Between July 2017 and September 2017, the city received an average of 2,017 daily 911 calls, up from approximately 1,400 calls per day in 2008.<sup>217</sup> A 2015 Department of Emergency Management investigation indicates an increase in multiple 911 calls for the same incident, accidental cell phone dials to 911, and an increase in police-reported incidents, as well as the comparable increase in nonemergency calls. The report provides recommendations to address these issues including improvements to computer-aided dispatch system functionality, automating the callback process for dispatchers, and tracking accidental dials.

In compliance with city charter mandate, police department resources are regularly redeployed based on need in order to maintain charter-mandated staffing and acceptable service ratios. In 2014,

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<sup>216</sup> San Francisco Police Department website, <http://sanfranciscopolice.org/richmond-station>, accessed October 31, 2017.

<sup>217</sup> City and County of San Francisco, City Performance Scorecards, 911 Call Volume and Response, <http://sfgov.org/scorecards/911-call-volume-and-response>, accessed October 30, 2017.

the police department averaged approximately 1,691 sworn officers.<sup>218,219</sup> The police department has experienced a large number of retirements in recent years and is projecting a significant number of annual retirements. To address attrition, the city adopted a multiyear hiring plan for a total of 400 new police officer hires over two fiscal years to backfill retirements and bring the number of full-duty sworn staff to the city charter-mandated 1,971 staff.<sup>220</sup> As of December 2016, the police department had approximately 1,869 staff on duty.

As presented in Section E.2, Population and Housing, in Table 7, p. 114, implementation of the proposed project would add about 1,261 residents and 395 employees on the project site (1,681 residents and 206 employees under the project variant), which could increase the demand for police protection services. The Richmond Police District serves a population of 91,753 and had the second lowest number of calls for service at 7.5 percent of total calls in the city and the second lowest number of incidents at 5.9 percent of total incidents in the city from 2008 to 2013.<sup>221</sup> By comparison, the Mission, Northern, and Southern Police Districts are expected to each handle approximately 13 percent of the total calls in the city. The increased demand generated by the proposed project and project variant would be small relative to the existing service population, would not impact a high-demand district, and could be accommodated by existing services.

The increased demand for police services related to the proposed project or project variant's on-site population of residents, workers, and visitors would be incremental, funded largely through project-related increases to the city's tax base. The increased demand would not be considered substantial given the relatively low demand for such services at the district level and the ongoing staffing analysis and dynamic resource deployment that occurs on a citywide basis. In compliance with city charter mandate, police department resources are regularly redeployed based on need in order to maintain charter-mandated staffing and acceptable service ratios. For these reasons, implementation of the proposed project and project variant would not require the construction of new or alteration of existing police facilities. This impact would be less than significant, and no mitigation measures are necessary. This topic will not be discussed in the EIR.

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<sup>218</sup> San Francisco City Charter section 4.127 states that the City is to maintain a staffing level of a minimum of 1,971 sworn officers, excluding officers at San Francisco International Airport, and officers not available for field duty (e.g., due to on-duty injuries, temporary modified duty, medical leave, and administrative leave).

<sup>219</sup> San Francisco Police Department, Annual Report 2014, p. 34, <https://www.dropbox.com/s/mpfjb7eoy54vsrb/2014%20Annual%20Report.pdf?dl=0>, accessed October 30, 2017. The 2014 Annual Report is the most recent data source.

<sup>220</sup> San Francisco Police Department, Fiscal Year 2017-2018 Budget Presentation to the Police Commission on February 8, 2017, p. 5, <https://sanfranciscopolice.org/sites/default/files/Documents/PoliceCommission/PoliceCommission020817-SFPDBudgetPresentationFY17-18.pdf>, accessed November 2, 2017.

<sup>221</sup> The district with the fewest number of calls is the Park Police District, located south of the Richmond Police District.



## Schools

The project site is within the attendance area for Peabody Elementary School, located at 251 Sixth Avenue.<sup>222</sup> Other nearby public schools are the Lilienthal K-2 Elementary School Madison Campus (3950 Sacramento Street), Cobb Elementary School (2725 California Street), Roosevelt Middle School (460 Arguello Boulevard), and Wallenberg High School (40 Vega Street). There are both attendance area and citywide schools in the San Francisco Unified School District (school district, or district).<sup>223</sup> Starting at the elementary school level, students can choose between the two categories and list their preferred choices on the application. There are a number of tie-breakers used to help place students in a requested school when the number of requests for a school exceeds spaces available. At the elementary school level, these tie-breakers include older siblings already attending the preferred school, whether the student attended a school district's Pre K, the test score area in which the student resides, and the attendance area in which the student resides.

The school district maintains a property and building portfolio that has capacity for over 90,000 students.<sup>224</sup> A decade-long decline in district enrollment ended in the 2008-2009 school year at 52,066 students, and total enrollment in the district has increased to about 55,613 in the 2016-2017 school year, an increase of approximately 3,547 students since 2008.<sup>225,226</sup> Thus, even with increasing enrollment, school district facilities throughout the city are underutilized and the district has more classrooms district-wide than needed.<sup>227</sup>

Lapkoff & Gobalet Demographic Research, Inc. conducted a study in 2010 for the school district that projected student enrollment through 2040. Their review considered several new and ongoing large-scale developments (Mission Bay, Candlestick Point, Hunters Point Shipyard/San Francisco Shipyard, and Treasure/Yerba Buena Islands, Parkmerced, and others) as well as planned housing units outside those areas.<sup>228</sup> The study developed student yield assumptions informed by historical yield, building type, unit size, unit price, ownership (rented or owner-occupied), whether units are

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<sup>222</sup> San Francisco Unified School District, 2016-2017 School Location Map, [http://www.sfusd.edu/en/assets/sfusd-staff/enroll/files/2016-17/2016-17\\_schools\\_map.pdf](http://www.sfusd.edu/en/assets/sfusd-staff/enroll/files/2016-17/2016-17_schools_map.pdf), accessed October 30, 2017.

<sup>223</sup> Attendance areas are geographic boundaries defining the service area of most elementary schools. Citywide schools include K-5 language immersion schools, K-8 schools, middle and high schools, and do not serve a particular geographic area.

<sup>224</sup> San Francisco Unified School District, San Francisco Unified School District Capital Plan 2010-2019, pp. 24–25, <http://www.sfusd.edu/en/assets/sfusd-staff/about-SFUSD/files/capital-plan-final-2010-2019.pdf>, accessed January 8, 2018.

<sup>225</sup> San Francisco Unified School District, Facts at a Glance, 2017, <http://www.sfusd.edu/en/assets/sfusd-staff/about-SFUSD/files/sfusd-facts-at-a-glance.pdf>, accessed October 30, 2017.

<sup>226</sup> Enrollment summaries do not include charter schools.

<sup>227</sup> San Francisco Unified School District, Capital Plan FY 2010-2019, September 2009, pp. 19-20, <http://www.sfusd.edu/en/assets/sfusd-staff/about-SFUSD/files/capital-plan-final-2010-2019.pdf>, accessed October 30, 2017.

<sup>228</sup> Lapkoff & Gobalet Demographic Research, Inc., Demographic Analyses and Enrollment Forecasts for the San Francisco Unified School District, November 23, 2015, p. 2, <http://www.sfusd.edu/en/assets/sfusd-staff/about-SFUSD/files/demographicanalyses-enrollment-forecast.pdf>, accessed October 30, 2016.

subsidized, whether subsidized units are in standalone buildings or in inclusionary buildings, and other site specific factors. For most developments, the study establishes a student generation rate of 0.80 Kindergarten through 12<sup>th</sup> grade students per unit in a standalone affordable housing site, 0.25 students per unit for inclusionary affordable housing units, and 0.10 students per unit for market-rate housing.<sup>229</sup>

Implementation of the proposed project would result in the construction of up to 558 residential units and an anticipated population increase of about 1,261 residents (744 dwelling units and 1,681 residents under the project variant). Some of the new residents would consist of families with school-aged children who might attend school district schools, while others might attend private schools. The residential uses under both the proposed project and the project variant would be inclusionary and contain a percentage of affordable housing units as required by Planning Code section 415, to be determined in coordination with the city. To conservatively analyze student generation rates and effects on schools, this analysis assumes both market rate and affordable units would generate 0.25 students per unit. Based on this rate, implementation of the proposed project would result in the generation of approximately 140 students (186 students under the project variant).

The proposed project and project variant would generate a direct incremental increase in the demand for school services. The school district is currently not a growth district and, as discussed above, most of its facilities throughout the city are generally underutilized. Therefore, the district has adequate capacity for the new students generated by the proposed project or project variant. Furthermore, the proposed project or project variant would be required to pay a school impact fee based on the construction of net new residential square footage to fund school district facilities and operations. For these reasons, implementation of the proposed project or project variant would not result in a substantial unmet demand for school facilities and would not require the construction of new, or alteration of existing, school facilities. This impact would be less than significant, and no mitigation measures are necessary. This topic will not be discussed in the EIR.

## **Libraries**

Library services are provided by the San Francisco Public Library, which operates a main branch at 100 Larkin Street and 27 other neighborhood branches throughout San Francisco. Library branches nearest the project site are the Presidio Library at 3150 Sacramento Street (0.2 mile northeast) and the Western Addition Library at 1550 Scott Street (0.5 mile southeast).

In 2007, residents of San Francisco voted to renew the Library Preservation Fund that was originally created in 1994. The city is required to maintain funding for the San Francisco Public Library at a level no lower than the amount it spent during the 1992-1993 fiscal year. In

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<sup>229</sup> Lapkoff & Gobalet Demographic Research, Inc., Demographic Analyses and Enrollment Forecasts for the San Francisco Unified School District, p. 33.

November 2000 a bond measure was passed called the Branch Library Improvement Fund, which provided \$106 million in funding to upgrade and improve San Francisco's branch library system.<sup>230</sup> As part of the bond measure, the Presidio Library was renovated for reopening in 2011. Changes made to the library include three new restrooms, a designated teen area, a children's room with interactive learning features, additional computers, an improved downstairs program room, new pendant light fixtures, exterior façade and stairs restoration, and more functional and ergonomic staff work areas.<sup>231</sup>

As presented in Section E.2, Population and Housing, in Table 7, p. 114, implementation of the proposed project would add about 1,261 residents and 395 employees on the project site (1,681 residents and 206 employees under the project variant). This population growth generated by the proposed project and project variant would result in an increase in library demand; however, this project-generated demand would not be substantial given the overall demand for library services on a citywide basis. The San Francisco Public Library operates 28 branches throughout San Francisco,<sup>232</sup> and it is anticipated that the Presidio Library, which is less than 0.2 mile northeast of the project site, would be able to accommodate the minor increase in demand for library services generated by the 1,261 new residents (1,681 residents under the project variant). Demand would also be absorbed by other neighborhood libraries including the Western Addition Branch and the Richmond/Senator Milton Marks Branch libraries. For these reasons, implementation of the proposed project or project variant would not require the construction of new, or alteration of existing, library facilities. This impact would be less than significant, and no mitigation measures are necessary. This topic will not be discussed in the EIR.

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

Past, present, and reasonably foreseeable future projects within a quarter-mile radius of the project site are identified in Section B, Project Setting, on pp. 94-99 and shown on Figure 36, p. 95. Cumulative development in the project vicinity would result in an intensification of land uses and a cumulative increase in the demand for fire protection, police protection, school services, and other public services. The fire and police departments, the school district, the libraries, and other city agencies respond to growth and other changing service needs through ongoing analysis of applicable metrics, such as staffing, capacity, response times, and call volumes. As a result, projected future development would not result in any service gap in citywide police, fire, and emergency medical services. Because there is no shortfall with respect to school or library services, and because reasonably foreseeable projects would be subject to the same school impact fees, there

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<sup>230</sup> San Francisco Public Library, Branch Library Improvement Program, 2017, <http://sfpl.org/index.php?pg=2000002301>, accessed October 30, 2017.

<sup>231</sup> San Francisco Public Library, Presidio Renovation, 2017, <https://sfpl.org/?pg=2000087401>, accessed October 31, 2017.

<sup>232</sup> San Francisco Public Library, Libraries, 2017, <http://sfpl.org/index.php?pg=0000000501>, accessed October 30, 2017.

would not be any service gaps in citywide school and library services. For these reasons, the proposed project or project variant would not combine with past, present, and reasonably foreseeable future projects in the project vicinity to create a significant cumulative impact on public services. This impact would be less than significant, and no mitigation measures are necessary. This topic will not be discussed in the EIR.

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
<b>12. BIOLOGICAL RESOURCES.— Would the project:</b>					
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The proposed project is located within an urban environment, and approximately 63 percent of the site is covered by impervious surfaces. The remaining 37 percent of the site consists of landscaping and landscaped open space areas. In total, there is approximately 165,200 square feet of open area on the project site, including grass lawns, landscaped courtyards, and inaccessible planted areas. The site has approximately 195 trees, including a number of mature trees such as Coast Redwood, English Oak, Coast Live Oak, Atlas Cedar, Monterey Pine, Monterey Cypress, and Eucalyptus.

The project site does not contain any wetlands, riparian habitat, or other sensitive natural communities as defined by the California Department of Fish and Wildlife (CDFW) and the U.S.

Fish and Wildlife Service (USFWS). The nearest mapped water bodies are more than 1 mile northwest and southwest in the Presidio of San Francisco and Golden Gate Park, respectively.<sup>233</sup> Implementation of the proposed project or project variant therefore would not adversely affect federally protected wetlands, riparian habitat, or sensitive natural communities protected by federal or state laws or regulations. There are no adopted habitat conservation plan, natural community conservation plan, or other approved local, state, or regional habitat conservation plans in the project area. Thus, topics E.12(b), E.12(c), and E.12(f) are not applicable to the proposed project or project variant.

**Impact BI-1: The proposed project or project variant would have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service; and the proposed project or project variant would interfere substantially with the movement of native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites. (*Less than Significant with Mitigation*)**

The project site and surrounding neighborhood contain institutional, residential, commercial, and public uses. Because the project site is located within a built urban environment, it is subject to routine disturbances (e.g., pedestrian and vehicular activity, activities at the children's outdoor play space on site, landscape maintenance activities, etc.). Modifications of the site date back to the mid-1850's when it was part of the larger Laurel Hill Cemetery. Further significant modifications occurred after 1946 when the site was cleared and graded as part of the removal of the cemetery, and again in the 1950s when the property was initially developed with office buildings, parking lots, and a formal landscape.<sup>234</sup>

Although there is open space with trees, plants, and lawns on the project site and on a portion of the parcel directly across Masonic Avenue, the surrounding areas have been developed with buildings, roadways, and other facilities such as the SFMTA's Presidio Bus Yard. In addition, there are no intermittent or permanent streams on the project site or in the immediate vicinity, and the project site has no connectivity to wildlife habitats. The nearest undeveloped areas with potential wildlife habitat are the Presidio of San Francisco, located one-third of a mile to the north, and Golden Gate Park, located three-quarters of a mile to the south. The project site does not serve as a nursery site or corridor for native resident or migratory fish or wildlife, except potentially for birds.

Implementation of the proposed project or project variant would result in the demolition of the existing annex building at the northwest corner of the site, the partial demolition of the existing

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<sup>233</sup> United States Fish and Wildlife Service (USFWS), National Wetlands Inventory, October 1, 2017, <https://www.fws.gov/wetlands/data/Mapper.html>, accessed October 26, 2017.

<sup>234</sup> LSA, Historic Resource Evaluation, Part I, 3333 California Street, December 28, 2017.

office building at the center of the site, and the removal of onsite trees and vegetation, other than the ten mature trees on site that are proposed to be retained as part of the project development.

Wildlife species are protected under the federal Endangered Species Act, the Migratory Bird Treaty Act, the California Endangered Species Act, and regulations concerning California Species of Special Concern. Qualified biologists reviewed the California Natural Diversity Database (CNDDDB)<sup>235</sup> and California Native Plant Society (CNPS)<sup>236</sup> occurrences of special-status plant and wildlife species within the city, focusing on occurrences within 2 miles of the project site. Biologists then analyzed the likelihood of special-status species to occur within the vicinity of the project site based on known species occurrences and natural history parameters, including, but not limited to, the species' range, habitat, foraging needs, migration routes, and reproductive requirements.

Based on a review of the site history provided in the Historic Resource Evaluation, records from the CNDDDB and CNPS databases, and current site conditions, the project site does not contain suitable habitat for any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations or by the CDFW or USFWS and there is a very low likelihood of candidate, sensitive, or special-status species on the project site. Therefore, the impacts of the proposed project or project variant on candidate, sensitive, or special-status species would be less than significant with the possible exception of impacts on migratory birds, which are discussed below. This topic will not be discussed in the EIR.

As noted above, landscaped areas within the project site may provide suitable habitat for resident and migratory birds covered under the Migratory Bird Treaty Act (MBTA) of 1918 (16 U.S.C. 703–711) and the California Fish and Game Code (sections 3503 and 3503.5). Therefore, the proposed project or project variant would result in the temporary loss of nesting and foraging habitat through the removal of onsite trees and vegetation during construction; however, nearby parks such as the Presidio of San Francisco and Golden Gate Park offer suitable nesting and foraging habitat for potentially displaced birds. These nearby parks provide a more attractive environment for birds due to more expansive nesting and foraging habitat as well as lower levels of human-related disturbances. Thus, after the approximately 7- to 15-year construction period and incorporation of site landscaping (including the planting of up to 250 new trees on the project site) birds would be expected to inhabit the project site.

Tree removal and construction-related activities associated with the proposed project or project variant could adversely affect bird breeding and nest behaviors at the project site and in the immediate vicinity. Construction activities that may cause visual disturbance or alter the ambient

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<sup>235</sup> California Department of Fish and Wildlife (CDFW), California Natural Diversity Database (CNDDDB), RareFind, Version 5, 2017, <https://www.wildlife.ca.gov/Data/CNDDDB/Maps-and-Data>, accessed October 5, 2017.

<sup>236</sup> California Native Plant Society (CNPS), Inventory of Rare and Endangered Plants of California (online edition, v8-030.39), <http://www.rareplants.cnps.org/advanced.html>, accessed October 26, 2017.

noise environment include vegetation removal, demolition of existing buildings, and construction of foundations and new buildings. Although adult birds can escape the project site to avoid direct harm during construction, eggs or chicks associated with active nests could still be permanently affected (i.e. abandoned or killed) by project construction activities. The proposed project or project variant may result in the displacement of nesting migratory birds and/or the abandonment of active nests should construction and vegetation removal occur during the typical nesting season (January 15 through August 15). Implementation of Mitigation Measure M-BI-1: Preconstruction Nesting Bird Surveys and Buffer Areas, would reduce this potentially significant impact on nesting birds covered under the MBTA and California Fish and Game Code to a less-than-significant level by ensuring project activities do not result in the take of an active nest.

**Mitigation Measure M-BI-1: Preconstruction Nesting Bird Surveys and Buffer Areas**

Nesting birds and their nests shall be protected during construction by implementation of the following measures for each construction phase:

- a. To the extent feasible, conduct initial activities including, but not limited to, vegetation removal, tree trimming or removal, ground disturbance, building demolition, site grading, and other construction activities which may compromise breeding birds or the success of their nests outside of the nesting season (January 15 through August 15).
- b. If construction during the bird nesting season cannot be fully avoided, a qualified wildlife biologist\* shall conduct pre-construction nesting surveys within 14 days prior to the start of construction or demolition at areas that have not been previously disturbed by project activities or after any construction breaks of 14 days or more. Surveys shall be performed for suitable habitat within 250 feet of the project site in order to locate any active nests of common bird species and within 500 feet of the project site to locate any active raptor (birds of prey) nests.
- c. If active nests are located during the preconstruction nesting bird surveys, a qualified biologist shall evaluate if the schedule of construction activities could affect the active nests and if so, the following measures would apply:
  - i. If construction is not likely to affect the active nest, construction may proceed without restriction; however, a qualified biologist shall regularly monitor the nest at a frequency determined appropriate for the surrounding construction activity to confirm there is no adverse effect. Spot-check monitoring frequency would be determined on a nest-by-nest basis considering the particular construction activity, duration, proximity to the nest, and physical barriers which may screen activity from the nest. The qualified biologist may revise his/her determination at any time during the nesting season in coordination with the Planning Department.
  - ii. If it is determined that construction may affect the active nest, the qualified biologist shall establish a no-disturbance buffer around the nest(s) and all project work shall halt within the buffer until a qualified biologist determines the nest is no longer in use. Typically, these buffer distances are 250 feet for passerines and 500 feet for raptors; however, the buffers may be adjusted if an obstruction, such as a building, is within line-of-sight between the nest and construction.
  - iii. Modifying nest buffer distances, allowing certain construction activities within the buffer, and/or modifying construction methods in proximity to active nests

shall be done at the discretion of the qualified biologist and in coordination with the Planning Department, who would notify CDFW. Necessary actions to remove or relocate an active nest(s) shall be coordinated with the Planning Department and approved by CDFW.

- iv. Any work that must occur within established no-disturbance buffers around active nests shall be monitored by a qualified biologist. If adverse effects in response to project work within the buffer are observed and could compromise the nest, work within the no-disturbance buffer(s) shall halt until the nest occupants have fledged.
  - v. Any birds that begin nesting within the project area and survey buffers amid construction activities are assumed to be habituated to construction-related or similar noise and disturbance levels, so exclusion zones around nests may be reduced or eliminated in these cases as determined by the qualified biologist in coordination with the Planning Department, who would notify CDFW. Work may proceed around these active nests as long as the nests and their occupants are not directly impacted.
- d. In the event inactive nests are observed within or adjacent to the project site at anytime throughout the year, any removal or relocation of the inactive nests shall be at the discretion of the qualified biologist in coordination with the Planning Department, who would notify and seek approval from the CDFW, as appropriate. Work may proceed around these inactive nests.

\* Typical experience requirements for a “qualified biologist” include a minimum of four years of academic training and professional experience in biological sciences and related resource management activities, and a minimum of two years of experience conducting surveys for each species that may be present within the project area.

The proposed project or project variant would increase the number of new buildings at the project site and the heights of existing buildings, which could create potential obstacles for resident or migratory birds. This could result in an increase in bird injury or mortality in the event of a collision. The existing office building at the center of the site would be partially demolished and separated into two buildings connected by a bridge at the fourth floor. The separated buildings (i.e., Center Buildings A and B) would be adaptively reused as residential buildings and would include two- to three-story vertical additions, increasing the height from approximately 55.5 feet tall to up to 92 feet tall, and a connecting bridge at the fourth floor. In addition, the proposed project includes the construction of 13 new structures at the site ranging from 37 to 45 feet in height (37 to 67 feet for the project variant), some of which would include balconies. San Francisco Planning Code section 139 addresses “feature-related hazards”, which are defined as “free-standing glass walls, wind barriers, skywalks, balconies, and greenhouses on rooftops that have unbroken glazed segments 24 square feet and larger in size”.<sup>237</sup> The proposed project or project variant would comply with the feature-related standards of planning code section 139 by using bird-safe glazing treatment on 100 percent of any feature-related hazards (e.g., balconies, free-standing glass walls, or skywalks). With planning code section 139 compliance and implementation of Mitigation Measure M-BI-1, the proposed project or project variant would not interfere substantially with the movement of any

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<sup>237</sup> San Francisco Planning Code section 139, Standards for Bird-Safe Buildings, [http://library.amlegal.com/nxt/gateway.dll/California/planning/article12dimensionsareasandopenspaces?f=templates\\$fn=default.htm\\$3.0\\$vid=amlegal:sanfrancisco\\_ca\\$anc=JD\\_139](http://library.amlegal.com/nxt/gateway.dll/California/planning/article12dimensionsareasandopenspaces?f=templates$fn=default.htm$3.0$vid=amlegal:sanfrancisco_ca$anc=JD_139), accessed October 5, 2017.



native resident or migratory wildlife species or with established native resident or migratory wildlife corridors. This impact, therefore, would be less than significant with mitigation. This topic will not be discussed in the EIR.

**Impact BI-2: The proposed project or project variant would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. (*Less than Significant*)**

Trees in the City and County of San Francisco are protected under article 16 section 801 et seq., of the San Francisco Public Works Code (the Urban Forestry Ordinance). The Urban Forestry Ordinance provides for the protection of landmark trees, significant trees, and street trees located on private or public property anywhere within the territorial limits of the City and County of San Francisco.<sup>238</sup> Landmark trees are designated by the Board of Supervisors upon the recommendation of the Urban Forestry Council, which uses established criteria (section 810 of the public works code) to determine whether a nominated tree meets the qualifications for designation. Significant trees are those trees within the jurisdiction of San Francisco Public Works (public works department) or trees on private property within 10 feet of the public right-of-way that meet any of three size criteria: they must have a diameter at breast height in excess of 12 inches, or a height in excess of 20 feet, or a canopy in excess of 15 feet (section 810(A)(a) of the public works code). Street trees are any tree growing within the public right-of-way, including unimproved public streets and sidewalks, and any tree growing on land under the jurisdiction of the public works department (section 802(w) of the public works code).

The Board of Supervisors adopted legislation that amended the Urban Forestry Ordinance to require project sponsors to obtain a permit from the public works department before removing any protected trees. If a project would result in tree removal subject to the Urban Forestry Ordinance and the public works department proposes to grant a permit, the ordinance states that the public works department shall require that replacement trees be planted (at a one-to-one ratio) by the project sponsor or that an in-lieu fee be paid by the project sponsor (section 806(b) of the public works code).

Implementation of the proposed project or project variant would result in the removal of 34 trees protected by the Urban Forestry Ordinance (15 existing street trees along the California Street frontage and 19 onsite significant trees) to allow for demolition, excavation, and site preparation.<sup>239</sup> According to public works department requirements, the project sponsor would submit a tree removal permit application to remove the protected trees to the public works department for review

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<sup>238</sup> San Francisco Public Works Code, Article 16: Urban Forestry Ordinance, [http://library.amlegal.com/nxt/gateway.dll/California/publicworks/article16urbanforestryordinance?f=templates\\$fn=default.htm\\$3.0\\$vid=amlegal:sanfrancisco\\_ca\\$sanc=JD\\_Article16](http://library.amlegal.com/nxt/gateway.dll/California/publicworks/article16urbanforestryordinance?f=templates$fn=default.htm$3.0$vid=amlegal:sanfrancisco_ca$sanc=JD_Article16), accessed October 26, 2017.

<sup>239</sup> SBCA Tree Consulting, Arborist Report – Laurel Heights 3333 California St. Tree Survey Report, October 19, 2015 (amended) and Protected Tree Survey March 24, 2017 (amended).

and approval. The building department would not issue a building permit without approval of the tree removals from the public works department.

The proposed project or project variant would replace the 15 existing street trees and 19 onsite significant trees with 92 new street trees along California Street, Masonic Avenue, Euclid Avenue, and Laurel Street, exceeding the one-to-one replacement requirements in the Urban Forestry Ordinance. Therefore, the proposed project or project variant would comply with ordinance requirements.

The project sponsor proposes to retain approximately ten of the mature trees located on site as part of the project development, some of which are protected trees. In compliance with the Urban Forestry Ordinance, if any activity would occur within the dripline (the area directly located under the outer circumference of the tree branches) of any protected trees that would be retained, then a tree protection plan prepared by an International Society of Arboriculture-certified arborist would need to be submitted to the public works department for review and approval prior to the commencement of any construction activity. To minimize or avoid impacts during the construction phases of the proposed project or project variant, the required tree protection plan would need to include a written declaration that the protections specified in the tree protection plan will be completely in place prior to the start of any construction, demolition, or grading. The tree protection plan would need to be submitted to the public works department along with full-size site plans that clearly indicate the street, curb, sidewalk, driveway, structure(s), and the locations of all protected trees and non-protected trees. Protected trees must also be shown to include accurate tree height, accurate canopy dripline and trunk and canopy diameters and must graphically depict implementation of all measures called for in the tree protection plan. Additionally, the tree protection plan itself along with the written declaration must be reproduced on full-size plans. According to the arborist report prepared for the project sponsor, trees that would be retained would require anchored tree protection fencing placed at the outer limit of their designated tree root protection zones, with the project arborist providing direct supervision for any work activities that would occur inside the designated root protection zones. In addition, any trees identified for retention would be subject to a number of tree-health-related measures to improve the chances for survival (i.e., mulching, pruning, pest control, and increased attention to irrigation and nutritional supplements through laboratory analysis of soil and plant tissue).<sup>240</sup> The proposed project would follow all applicable city policies and ordinances regarding protected trees.

As discussed above in Impact BI-2, the proposed project or project variant would also comply with planning code section 139, which addresses “feature-related hazards” to birds and states that bird-safe glazing treatment must be used on 100 percent of any feature-related hazards associated with a project (e.g., balconies and skywalks). No other local policies or ordinances protecting biological

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<sup>240</sup> SBCA Tree Consulting, Arborist Report – Laurel Heights 3333 California St. Tree Survey Report, October 19, 2015 (amended), pp. 4-5 and Preliminary Tree Investigation in Four Areas, March 14, 2017.

resources apply to the proposed project. Therefore, the proposed project or project variant would have a less-than-significant impact regarding conflicts with local policies or ordinances protecting biological resources. This topic will not be discussed in the EIR.

**Impact C-BI-1: The proposed project or project variant, in combination with past, present, and reasonably foreseeable future projects, would result in a cumulatively considerable contribution to cumulative impacts related to biological resources. (*Less than Significant with Mitigation*)**

The past, present, and reasonably foreseeable future projects within the vicinity of the project site are identified in Section B, Project Setting, pp. 94-99, and shown on Figure 36, p. 95. Similar to the proposed project or project variant, cumulative development within the vicinity of the project site would occur within a dense urban environment that lacks suitable habitat for candidate, sensitive, or special-status species. Future projects such as 3700 California Street and 2670 Geary Boulevard may result in an increase in population density, taller buildings, and tree removal. As with the proposed project or project variant such development could have an impact on nesting and migratory birds that would be reduced to less-than-significant levels with implementation of mitigation measures associated with meeting the requirements of the MBTA and California Fish and Game Code. Additionally, these future projects would also be subject to, and comply with, the requirements of planning code section 139, incorporation of bird-safe glazing treatment on 100 percent of any feature-related hazards (e.g., balconies, free-standing glass walls, or skywalks).

In addition to the future development projects other future projects in the vicinity include street repaving and sewer improvements and other streetscape improvement projects such as the California Laurel Village Improvement and Masonic Avenue Streetscape projects, some of which could include tree removal as part of their implementation. The removal of any protected trees at nearby cumulative development or other future projects would not conflict with the Urban Forestry Ordinance because public works permit requirements and tree protection plans would be required, as they would for the proposed project or project variant. Other future projects such as the California Laurel Village Improvement Project and the Masonic Avenue Streetscape Project would result in an increase in the number of street trees along California Street and Masonic Avenue compared to existing conditions.

In summary, nearby cumulative projects would be subject to the same local, state, and federal plans, policies, and regulations, and would implement mitigation if required. The proposed project or project variant with implementation of Mitigation Measure M-BI-1, on pp. 200-201, would not contribute considerably to any potentially significant cumulative impacts on biological resources in combination with past, present, and reasonably foreseeable projects. This topic will not be discussed in the EIR.

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
<b>13. GEOLOGY AND SOILS.— Would the project:</b>					
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:					
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Be located on geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

In the *California Building Industry Association v. Bay Area Air Quality Management District* case decided in 2015,<sup>241</sup> the California Supreme Court held that CEQA does not generally require lead agencies to consider how existing environmental conditions might impact a project's occupants, except where the project would significantly exacerbate an existing environmental condition. Accordingly, hazards resulting from a project that would place development in an existing or future seismic hazard area or an area with unstable soils are not considered impacts under CEQA unless the project would significantly exacerbate the seismic hazard or unstable soil conditions. Thus, the analysis below evaluates whether the proposed project or project variant would exacerbate existing

<sup>241</sup> *California Building Industry Association v. Bay Area Air Quality Management District*, 62 Cal.4th 369. Opinion Filed December 17, 2015.

or future seismic hazards or unstable soils at the project site and result in a substantial risk of loss, injury, or death.

The information in this section is based on Langan Treadwell Rollo's 2014 *Preliminary Geotechnical Investigation* prepared for the proposed project, unless otherwise noted.<sup>242</sup> The scope of the geotechnical investigation included reviewing, exploring, and analyzing the subsurface conditions regarding soil and groundwater at the project site. The geotechnical investigation's conclusions and recommendations are based on available geotechnical data from the surrounding area and on limited field investigations, which included ten soil borings at undeveloped areas on the project site to a maximum depth of 40 feet.

The approximately 10.25-acre project site slopes to the north and east toward California Street and Presidio Avenue. Its topography exhibits a generally southwest-to-northeast trending downslope. From its high point of 308 feet San Francisco City Datum<sup>243</sup> at the southwest corner (Euclid Avenue and Laurel Street), the site slopes downward to the north and east toward California Street and Presidio Avenue with a grade change of approximately 65 feet. The average slope gradient on the site is approximately 20 percent. However, the slope gradient varies from approximately 5 to 15 percent on the northern portion of the site to greater than 20 percent on the southern portion. The site is covered by fill material that extends to depths of approximately 3 to 10 feet below ground surface. The fill generally consists of loose to medium dense sand and gravel, and medium stiff to stiff clay, sandy clay, and clayey silt with wood and brick fragments. The fill is underlain by layers of stiff to very stiff clay and medium dense to dense sand and clayey sand. Bedrock in the Franciscan Formation, consisting of sandstone, shale, and serpentinite, occurs below the clay and sand deposits. Bedrock surface appears shallower on the southern portion of the site, and becomes deeper, up to approximately 45 feet below ground surface, towards California Street.<sup>244</sup> On the south and east portions of the site, bedrock is relatively shallow, at 7 to 17 feet below ground surface. On the north and west portions of the site, the bedrock surface is relatively deep, at approximately 31 feet below ground surface at one boring location. Groundwater was encountered at depths between approximately 18 and 39 feet below ground surface.<sup>245</sup> No recent active landslides are present on the site.<sup>246</sup>

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<sup>242</sup> Langan Treadwell Rollo, *Preliminary Geotechnical Investigation*, 3333 California Street, San Francisco, December 3, 2014 (hereinafter referred to as "Geotechnical Investigation").

<sup>243</sup> San Francisco City Datum establishes the city's zero point for surveying purposes at approximately 8.6 feet above the mean sea level established by the 1929 U.S. Geological Survey datum.

<sup>244</sup> Langan Treadwell Rollo, *Phase I Environmental Site Assessment for 3333 California Street*, December 3, 2014, p. 8.

<sup>245</sup> *Geotechnical Investigation*, p. 5.

<sup>246</sup> University of California San Francisco, University of San Francisco Revised Laurel Heights Plan; Center for Social, Behavioral and Policy Sciences, and Campus Administration, *Environmental Impact Report*, p. 47, September 6, 1995.

Construction of the proposed project or project variant would require earthwork activities across the entire project site. The depths of excavation would range from 7 to 40 feet below the existing grade (including excavation for the elevators and automobile stacker pits), with a total of approximately 241,300 net cubic yards of excavated soils generated during the approximately 7- to 15-year construction period.<sup>247,248</sup> With the proposed project or project variant, the existing office building at the center of the site would be adaptively reused and rehabilitated for residential use. New foundations (in the form of footings) would be needed where shear walls terminate at the foundation level. At these locations new spread footings would be created by removing the existing subgrade (essentially fractured bedrock) and new concrete footings would be poured. Where the new shear walls terminate on existing footings, new footing extensions would be required to enlarge the existing footing to support the additional seismic loads. The proposed new buildings around the perimeter of the site along California Street, Presidio Avenue, Masonic Avenue, Euclid Avenue, and Laurel Street/Mayfair Drive would be constructed on shallow footings supported by the native soil or bedrock. The depth of excavation on the northern portion of the site along California Street (and specifically on the northwest portion of the site) would be greatest at up to 40 feet for the two to three-level below grade parking garage (California Street Garage) and building foundations for the Plaza A, Plaza B, and Walnut buildings. The depth of excavation on the south and central portion of the project site (for the Masonic and Euclid building's single level below-grade parking garage and foundation) would be shallower with the shallowest depth of excavation occurring along the eastern edge of the existing office building and along the western edge of Laurel Street for the new Laurel Duplexes. Thus excavations on the south and central portions of the project site would encounter bedrock, and it is likely that bedrock would also be encountered at depth along the northern portion of the site. During excavation of the new building parking garages and/or foundations, a soldier-pile-and-wood-lagging system would be used to support the walls of the excavations. For excavations deeper than approximately 12 feet, tiebacks or internal bracings would be installed to provide lateral resistance and limit the likelihood of the walls of the excavation caving in.

The existing parking garage beneath the eastern wing of the main building has three below-grade levels with a maximum depth of approximately 36 feet below ground surface near the central portion of the site. To avoid effects to the underground levels of the garage from excavation for the proposed California Street Garage, which would be adjacent to and integrated with the existing below-grade garage, drilled piers would be installed along adjacent walls of the new garage structure supported by the bedrock below the elevation of the bottom of the existing parking garage. The same construction and excavation technique would apply to the project variant.

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<sup>247</sup> Approximately 3,700 cubic yards of excavated soils would be reused on the project site as fill.

<sup>248</sup> Construction of the proposed project or project variant could extend over a 15-year timeframe, as discussed above in Section A, Project Description, p. 74, with periods of time when no construction would occur, i.e., same development program but over a longer time.

The new and renovated buildings associated with the proposed project or project variant would be connected to the existing combined sewer system and would not use septic tanks or alternative wastewater disposal systems. Therefore, topic E.13(e) is not applicable.

**Impact GE-1: The proposed project or project variant would not expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault and strong seismic ground shaking. (*Less than Significant*)**

### **Fault Rupture**

The project site is not within an Earthquake Fault Zone, as defined by the Alquist-Priolo Earthquake Fault Zoning Act, and no known fault or potentially active fault exists on the project site. In a seismically active area such as the San Francisco Bay Area, there is a small chance that future faulting could develop in areas where no faults previously existed; however, the geotechnical investigation found no evidence of active faulting on the project site and concluded that the risk of surface faulting and consequent secondary failure from previous unknown faults is very low.<sup>249</sup> Therefore, this impact would be less than significant. No mitigation measures are necessary, and this topic will not be discussed in the EIR.

### **Ground Shaking**

The Working Group for California Earthquake Probabilities estimates a 63 percent chance of having one or more magnitude 6.7 or larger earthquakes in the San Francisco Bay Area over the next 30 years (2008-2038).<sup>250</sup> The major active faults in the area are the San Andreas, Hayward, San Gregorio, and Calaveras faults. The project site is approximately 6 to 7 miles from the San Andreas Fault, the closest mapped active fault in the project vicinity, and approximately 13 miles from the Hayward-Rogers Creek Fault. These faults have a 21 percent chance and a 31 percent chance, respectively, of a magnitude 6.7 or greater earthquake over the next 30 years.<sup>251</sup> During a major earthquake, strong to very strong ground shaking is expected to occur at the project site.<sup>252</sup> A magnitude 6.0 earthquake is felt by everyone, indoors and outdoors, and poorly built buildings may be damaged. A magnitude 7.0 earthquake causes damage and severe damage or the partial or complete collapse of poorly built structures, and is felt across great distances (a 7.0 earthquake is approximately 1/16 as strong at a distance of 50 miles).<sup>253,254</sup> However, damage is generally

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<sup>249</sup> Geotechnical Investigation, p. 8.

<sup>250</sup> Geotechnical Investigation, p. 7.

<sup>251</sup> Geotechnical Investigation, p. 7.

<sup>252</sup> Geotechnical Investigation, p. 7.

<sup>253</sup> U.S. Geological Society, Magnitude/Intensity Comparison, [https://earthquake.usgs.gov/learn/topics/mag\\_vs\\_int.php](https://earthquake.usgs.gov/learn/topics/mag_vs_int.php), accessed January 2, 2018.

<sup>254</sup> University of Portland, 2017, Building and Earthquakes – Which stands? Which falls?, [http://www.iris.edu/hq/files/programs/education\\_and\\_outreach/retm/tm\\_100112\\_haiti/BuildingsInEQs\\_2.pdf](http://www.iris.edu/hq/files/programs/education_and_outreach/retm/tm_100112_haiti/BuildingsInEQs_2.pdf), accessed on January 5, 2018.

negligible in buildings of good design and construction, while considerable damage may occur in poorly built buildings and structures.<sup>255</sup>

Although the potential for strong to very strong seismic ground shaking is present, the intensity of earthquake ground motion in the vicinity of the project site would depend on the characteristics of the generating fault, the distance to the earthquake's epicenter, the magnitude and duration of the earthquake, and site geologic conditions. In the event of an earthquake that exhibits strong to very strong seismic ground shaking, considerable damage could occur to buildings on the project site, potentially injuring building occupants and neighbors. The proposed buildings would be designed in accordance with the recommendations of site-specific design-level geotechnical investigations prior to each phase of construction and the buildings would be constructed in conformance with accepted building and engineering standards. The final plans for the proposed buildings would be reviewed by the building department for conformance with recommendations in the site-specific design-level geotechnical investigations, ensuring that potential effects from seismically-induced ground shaking would be addressed in the building design process. The building department would also review the proposed building permit applications for compliance with the 2016 San Francisco Building Code and California Building Code. The San Francisco Building Code and California Building Code provide minimum standards for use in building design to maintain public safety in the extreme ground shaking likely to occur during an earthquake.<sup>256</sup> The purpose of the earthquake provisions within the San Francisco Building Code and California Building Code is primarily to safeguard against major structural failures and loss of life.<sup>257</sup> In particular, California Building Code Chapter 18, Soils and Foundations, provides the parameters for geotechnical investigations and structural considerations in the selection, design, and installation of foundation systems to support the loads from the structure above. Relevant sections within Chapter 18 include the following:

- Section 1803 sets forth the basis and scope of geotechnical investigations conducted.
- Section 1804 specifies considerations for excavation, grading, and fill to protect adjacent structures and prevent destabilization of slopes due to erosion and/or drainage.
- Section 1804.1, Excavation Near Foundations, requires that adjacent foundations be protected against a reduction in lateral support as a result of project excavation. This is typically accomplished by underpinning or protecting said adjacent foundations from detrimental lateral or vertical movement, or both.
- Section 1807 specifies requirements for foundation walls, retaining walls, and embedded posts and poles to ensure stability against overturning, sliding, and excessive pressure, and water lift including seismic considerations.
- Sections 1808 (foundations), 1809 (shallow foundations), and 1810 (deep foundations) specify requirements for foundation systems such that the allowable bearing capacity of the soil is not exceeded and differential settlement is minimized based on the most

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<sup>255</sup> Geotechnical Investigation, Figures, Figure 4 Modified Mercalli Intensity Scale.

<sup>256</sup> San Francisco Building Code section 1626.1.

<sup>257</sup> San Francisco Building Code section C101.1.



unfavorable loads specified in Chapter 16, Structural, for the structure's seismic design category and soil classification at the project site.

For the reasons stated above, the proposed project and project variant would not expose persons or structures to substantial adverse effects related to ground shaking, and would not exacerbate existing conditions related to ground shaking, and the impact would be less than significant. No mitigation measures are necessary, and this topic will not be discussed in the EIR.

### **Seismic Densification**

Seismic densification is a phenomenon that can occur during strong seismic shaking in loose, clean granular deposits above the water table, resulting in ground surface settlement that can cause damage to overlying structures. As noted in the geotechnical investigation, up to 15 feet of loose to medium dense sand was encountered above the water table.<sup>258</sup> The loose and medium dense sand may densify during an earthquake. However, excavation for the proposed buildings would remove most of the soil susceptible to seismic densification. In addition, it is estimated that less than 0.25 inch of settlement would occur under the proposed buildings.<sup>259</sup> The amount of settlement under the proposed buildings would therefore not be unusual and would not render them unstable, and the impact would be less than significant.<sup>260</sup> No mitigation measures are necessary, and this topic will not be discussed in the EIR.

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

Approximately 63 percent of the site is covered by buildings or other impermeable surfaces (e.g., internal roadways and surface parking lots), and 37 percent is landscaping or landscaped open space.

As soils are exposed and moved during site preparation and excavation activities, they would be subject to wind- and water-borne erosion. The project sponsor would be required to develop and implement an erosion and sediment control plan for construction activities in accordance with article 4.2 of the public works code. The SFPUC must review and approve the erosion and sediment control plan prior to the plan's implementation. Contractors and site supervisors are responsible for ensuring that best management practices are implemented and maintained throughout the construction process, and failure to comply would result in citation and civil penalties. Erosion and sediment control best management practices would be implemented to minimize and stabilize disturbed areas, protect slopes and channels, control the site perimeter, and retain sediment (see Section E.10, Utilities and Service Systems, pp. 175-177). Examples of best management practices include check dams, silt fencings, catch basins, and proper waste storage and disposal.<sup>261</sup> The

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<sup>258</sup> Geotechnical Investigation, p. 9.

<sup>259</sup> Geotechnical Investigation, p. 9.

<sup>260</sup> Geotechnical Investigation, p. 9.

<sup>261</sup> SFPUC, Construction Best Management Practices Handbook, August 2013, pp. 7 and 10.

project sponsor would also be required to develop and implement a site-specific dust control plan, pursuant to section 1242 of the health code. The project sponsor would implement best management practices specified in the erosion and sediment control plan and the dust control plan, which would reduce construction impacts related to erosion and the loss of topsoil to less-than-significant levels.

At project buildout, the project site would be more intensely developed and landscaped with limited to no open areas susceptible to erosion or loss of topsoil. Therefore, operation of the proposed project or project variant would have a less-than-significant impact related to soil erosion and loss of topsoil. No mitigation measures would be necessary, and impacts related to soil erosion or loss of topsoil will not be analyzed in the EIR.

**Impact GE-3: The proposed project or project variant is not located on a geologic unit or soil that is unstable (or could become unstable as a result of the project), potentially resulting in an onsite or offsite landslide, lateral spreading, subsidence, liquefaction or collapse. (*Less than Significant*)**

The state Seismic Hazards Mapping Act of 1990, Public Resources Code sections 2690 to 2699.6, was enacted to identify and map seismic hazard zones in order for cities and counties to encourage land use management policies and regulations to reduce and mitigate seismic hazards to protect public safety. The project site is not located in an area designated as being susceptible to earthquake-induced landslides.<sup>262</sup> In addition, the project site is not located in a designated liquefaction hazard zone under the act.<sup>263</sup> Lateral spreading is a phenomenon in which surficial soil displaces along a shear zone that has formed within an underlying liquefied layer. Because groundwater levels at the project site are below soil layers that are susceptible to liquefaction, the potential for lateral spreading is very low.<sup>264</sup> As noted above on p. 210, excavation for the proposed buildings would remove most of the soil susceptible to seismic densification, and unstable settlement would not occur as a result of the proposed project or project variant. Therefore, the potential for landslides, liquefaction, and lateral spreading at the project site is very low, and the impact would be less than significant. No mitigation measures are necessary, and this topic will not be discussed in the EIR.

As noted above, groundwater is relatively deep at the project site (18 to 39 feet below ground surface). Although portions of the proposed excavation (approximately 7 to 40 feet below ground surface) are expected to be above the identified groundwater level, dewatering may be needed where the excavation is deepest (approximately 40 feet below ground surface along California Street), where fill or loose sand is present and additional excavation is needed to gain adequate

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<sup>262</sup> City and County of San Francisco, Community Safety Element of the San Francisco General Plan, Map 4 (Seismic Hazard Zones San Francisco, 2012), [http://www.sf-planning.org/ftp/General\\_Plan/Community\\_Safety\\_Element\\_2012.pdf](http://www.sf-planning.org/ftp/General_Plan/Community_Safety_Element_2012.pdf), accessed October 4, 2017.

<sup>263</sup> State of California, Seismic Hazard Zones, City and County of San Francisco, Official Map, November 17, 2000.

<sup>264</sup> Geotechnical Investigation, p. 9.

foundation support, and during drilling for soldier pile foundations or for utility trenching, which could extend below the groundwater level.<sup>265</sup> The amount of dewatering would be minimal for these activities; therefore, subsidence would not be expected. As noted above under Impact GE-1, the project sponsor would adhere to California Building Code Chapter 18, Soils and Foundations, which provides the parameters for geotechnical investigations and structural considerations in the selection, design, and installation of foundation systems. Adherence to building code requirements would minimize any risk of damage to onsite or offsite structures and adjacent sidewalks.

The proposed project or project variant would not be located on a geologic unit or unstable soil potentially resulting in an onsite or offsite landslide, lateral spreading, subsidence, liquefaction or collapse. Therefore, the impact would be less than significant. No mitigation measures are necessary, and this topic will not be discussed in the EIR.

**Impact GE-4: The proposed project or project variant would not be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code, creating substantial risks to life or property. (*Less than Significant*)**

Expansive soils expand and contract in response to changes in soil moisture, creating potential impacts to structures supported by the soil. Soil at the project consists of stiff to very stiff clay and medium dense sand, underlain by bedrock. The soils were determined to have no or slight plasticity, meaning the liquid limit of the soil is low and their expansive quality is minimal.<sup>266</sup> Therefore, the proposed project or project variant would not be located on expansive soil that would create or exacerbate a substantial risk to life or property, and the impact would be less than significant. No mitigation measures are necessary, and the topic will not be discussed in the EIR.

**Impact GE-5: The proposed project or project variant would directly or indirectly destroy a unique paleontological resource or site or unique geologic feature. (*Less than Significant with Mitigation*)**

A unique geologic or physical feature embodies distinctive characteristics of any regional or local geologic principles, provides a key piece of information important to geologic history, contains minerals not known to occur elsewhere in the county, and/or is used as a teaching tool. No unique geologic features exist at the project site; therefore, no impacts on unique geological features would occur. Although portions of the project site would be excavated and terraced, the general topography of the site would remain the same. No mitigation measures are necessary, and this topic will not be discussed in the EIR.

Paleontology is a multidisciplinary science that combines elements of geology, biology, chemistry, and physics in an effort to understand the history of life on earth. Paleontological resources include fossilized remains or traces of animals, plants, and invertebrates, including their imprints, from a previous geological period. The fossil record is the only evidence that life on earth has existed for

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<sup>265</sup> Geotechnical Investigation, pp. 9, 11, and 15.

<sup>266</sup> Geotechnical Investigation, Appendix B, Logs of Environmental Borings.

more than 3.6 billion years. Fossils are considered non-renewable resources because the organisms from which they are derived no longer exist. Thus, once destroyed, a paleontological resource can never be replaced. Collecting localities and the geological formations containing those localities are also considered paleontological resources; they represent a limited, nonrenewable, and impact-sensitive scientific and educational resource.

Paleontological resources are lithologically dependent; that is, deposition and preservation of paleontological resources are related to the lithologic unit in which they occur. Particularly important are fossils found in situ (undisturbed) in primary context (e.g., fossils that have not been subjected to disturbance subsequent to their burial and fossilization). As such, they aid in stratigraphic correlation, particularly those offering data for the interpretation of tectonic events, geomorphological evolution, paleoclimatology, the relationships between aquatic and terrestrial species, and evolution in general. There are no known paleontological resources at the project site.

Note that significance may also be stated for a particular rock unit, predicated on the research potential of fossils suspected to occur in that unit. Such significance is often stated as “sensitivity” or “potential.” In most cases decisions about how to manage paleontological resources must be based on this potential because the actual situation cannot be known until construction excavation for the project is underway.

The results of the geotechnical investigation prepared for the proposed project indicate that the project site is underlain by stiff to very stiff clay and medium dense to dense sand and clayey sand and bedrock consisting of sandstone and serpentinite.<sup>267</sup> These soils and bedrock are characteristic of the Colma and Franciscan formations, respectively.<sup>268</sup> Furthermore, based on other geotechnical studies that have been prepared within about 1,200 feet of the project site, as well as United States and California Geological Survey publications and maps, the Colma and Franciscan formations are present in the project vicinity.<sup>269</sup> The Colma Formation is made up of the sand, silty sand, and sandy clay deposits of the Pleistocene age (80,000–125,000 years B.P.) which consist of shallow bay-to-dune (i.e., marine rock to sand) deposits at lower elevations (i.e., below 200 feet) and valley-fill debris at higher elevations, deposited during the last major interglacial period. The Franciscan Formation consists primarily of greywacke sandstone and shale, as well as chert (formed from siliceous skeletons of radiolarians), and minor amounts of limestone, greenstone, and serpentinite.

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<sup>267</sup> Langan Treadwell Rollo, *Preliminary Geotechnical Investigation*, 3333 California Street, San Francisco, December 3, 2014, p. 5 and Figure 2 and Appendix A: Logs of Borings.

<sup>268</sup> National Park Service, Golden Gate Recreation Area, *Geology of the Golden Gate Headlands*, pp. 63-66, <https://pubs.usgs.gov/bul/b2188/b2188ch3.pdf>, accessed October 25, 2017.

<sup>269</sup> San Francisco Planning Department, California Pacific Medical Center Long Range Development Plan Draft EIR, Case File No. 2005.0555E, July 2010, pp. 4.4-15 to 4.4-20, [http://sfmea.sfplanning.org/2005.0555E\\_DEIR2.pdf](http://sfmea.sfplanning.org/2005.0555E_DEIR2.pdf), accessed April 9, 2018; United States Department of the Interior, Geological Survey, *Geology of the San Francisco North Quadrangle, California* (Schlocker, Julius), Geological Survey Professional Paper 782, 1974, pp. 9-73, <https://pubs.er.usgs.gov/publication/pp782>, accessed April 9, 2018; California Department of Conservation, California Geological Survey, *Geologic Map of California* (2010), <http://maps.conservation.ca.gov/cgs/gmc/>, accessed April 9, 2018.

The oldest rocks within this formation date from the late Jurassic period (approximately 150 million years B.P.) of the Mesozoic era. Based on the above information and the soil and bedrock types on the project site and their approximate depths, the project site is likely underlain by the Colma and Franciscan formations. Thus, along the northern portion of the site where the depth of excavation would be the greatest at approximately 40 feet, excavation would be primarily into soils that are characteristic of the Colma Formation and, to a lesser extent, into the upper portions of the underlying sandstone and serpentinite characteristic of the Franciscan Formation (i.e., for those portions that would be removed to accommodate the proposed California Street Garage's Basement Level 3). At other locations on the site (i.e., the eastern, southern and western portions of the site) excavation would not extend as deep as on the northern portion of the site. Although the bedrock is much shallower at these locations, it is still overlain by soils characteristic of the Colma Formation; therefore, the likelihood of excavating through Colma Formation soils would remain.

Previous occurrences of large late Pleistocene vertebrate remains from three individuals of Colombian Mammoth (*Mammuthus columbi*) and remains from a single Giant Bison (*Bison latifrons*) have been recovered from gravelly, sandy clay of the Colma formation exposed in an excavation at the intersection of Pacific Avenue and Kearny Street, San Francisco, California and, a mammoth tooth was discovered in the Colma Formation during excavation for the Transbay Transit Center in downtown San Francisco in 2012.<sup>270</sup> Because of these finds, the Colma Formation is considered a paleontologically sensitive rock formation which could be disturbed during excavation activities associated with the proposed project or project variant. For paleontologically sensitive areas, the objective of implementing mitigation measures is to reduce adverse impacts on paleontological resources by recovering fossils and associated contextual data prior to and during ground-disturbing activities. Ground-disturbing activities as a result of the proposed project or project variant could expose and cause impacts on unknown paleontological resources, which would be a potentially significant impact. This impact would be reduced to a less-than-significant level with implementation of Mitigation Measure M-GE-5: Inadvertent Discovery of Paleontological Resources.

#### **Mitigation Measure M-GE-5: Inadvertent Discovery of Paleontological Resources.**

Before the start of any drilling or excavation activities, the project sponsor shall retain a qualified paleontologist, as defined by the Society of Vertebrate Paleontology, who is experienced in on-site construction worker training. The qualified paleontologist shall complete an institutional record and literature search and train all construction personnel who are involved with earthmoving activities, including the site superintendent, regarding the possibility of encountering fossils, the appearance and types of fossils that are likely to be seen during construction, and proper notification procedures should fossils be encountered. If potential vertebrate fossils are discovered by construction crews, all earthwork or other types of ground disturbance within 50 feet of the find shall stop

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<sup>270</sup> P. U. Rodda and N. Baghai, "Late Pleistocene Vertebrates from Downtown San Francisco, California," *Journal of Paleontology*, Volume 67, No. 6, November 1993, pp. 1058–1063 (1993), <http://www.jstor.org/discover/10.2307/1306122?uid=3739560&uid=2129&uid=2&uid=70&uid=4&uid=3739256&sid=2110167512486>, accessed April 9, 2018; and Transbay Transit Center, *Archeology*, <http://www.transbaycenter.org/project/archaeology>, accessed April 9, 2018.

immediately and the monitor shall notify the Environmental Review Officer. The fossil should be protected by an “exclusion zone” (an area approximately five feet around the discovery that is marked with caution tape to prevent damage to the fossil). Work shall not resume until a qualified professional paleontologist can assess the nature and importance of the find. Based on the scientific value or uniqueness of the find, the qualified paleontologist may record the find and allow work to continue, or recommend salvage and recovery of the fossil. The qualified paleontologist may also propose modifications to the stop-work radius based on the nature of the find, site geology, and the activities occurring on the site. If treatment and salvage is required, recommendations shall be consistent with Society of Vertebrate Paleontology’s 2010 Standard Procedures for the Assessment and Mitigation of Adverse Impacts to Paleontological Resources, and currently accepted scientific practice, and shall be subject to review and approval by the Environmental Review Officer. If required, treatment for fossil remains may include preparation and recovery of fossil materials so that they can be housed in an appropriate museum or university collection [e.g., the University of California Museum of Paleontology], and may also include preparation of a report for publication describing the finds. The Planning Department shall ensure that information on the nature, location, and depth of all finds is readily available to the scientific community through university curation or other appropriate means.

Mitigation Measure M-GE-5 would reduce adverse effects on paleontological resources by recovering fossils and associated contextual data prior to and during ground-disturbing activities; therefore, the proposed project and project variant would have a less-than-significant impact on paleontological resources. This topic will not be analyzed in the EIR.

**Impact C-GE-1: The proposed project or project variant, in combination with past, present, and reasonably foreseeable future projects in the project site vicinity, would not result in a cumulatively considerable contribution to cumulative impacts related to geology and soils. (*Less than Significant*)**

Geologic, soils, and paleontological impacts are generally site-specific and localized. Past, present, and reasonably foreseeable projects are identified in Section B, Project Setting, pp. 94-99, and shown on Figure 36, p. 95. The cumulative projects could require various levels of excavation or cut-and-fill, which would affect local geologic conditions and may affect paleontological resources. However, the cumulative projects would also be subject to the building department requirements for geotechnical review and would be required to comply with the state and local building codes. In addition, site-specific geotechnical review and monitoring for paleontological resources would reduce each project’s impacts associated with geology, seismic safety, and paleontological resources, and that site-specific mitigation would be developed, when necessary, based on site conditions. Similar to the proposed project or project variant, cumulative projects in the project site vicinity would be subject to these mandatory seismic safety standards and design review procedures, if applicable. In addition, environmental review procedures regarding paleontological resources would be assessed and addressed as appropriate. Compliance with these standards and procedures would ensure that the effects from nearby cumulative projects would be reduced to less-than-significant levels. Therefore, in combination with cumulative projects, the proposed project

or project variant would result in a less-than-significant cumulative impact on paleontological resources.

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
<b>14. HYDROLOGY AND WATER QUALITY.— Would the project:</b>					
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other authoritative flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Expose people or structures to a significant risk of loss, injury or death involving inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The project site is not located within a 100-year flood hazard area designated on the city's interim floodplain map, and the proposed project or project variant would not place housing or structures

within a 100-year flood hazard area that would impede or redirect flood flows.<sup>271</sup> The project site is not located in an area identified as subject to potential inundation in the event of a tsunami along the San Francisco coast or a dam or levee failure.<sup>272</sup> No mudflow hazards exist at the project site because the project site is not located in the immediate vicinity of any seismically induced landslide-prone areas.<sup>273</sup> The project site is approximately 1.5 miles south of San Francisco Bay in an elevated upland area of the city that varies from approximately 225 feet to 300 feet above sea level, and would therefore be distant enough and at a point above sea level to not be subject to a seiche.<sup>274,275</sup> Thus, the proposed project and project variant would not expose people or structures to a significant risk of loss, injury, or death involving flooding or inundation. Therefore, topics E.14(g), E.14(h), E.14(i), and E.14(j) are not applicable to the proposed project and project variant.

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

The project site is served by San Francisco's combined sewer system, which collects, transports, and treats sanitary sewage and stormwater runoff in the same facilities prior to discharge to San Francisco Bay. During dry weather (typically May through September), the wastewater flows consist mainly of industrial wastewater and sanitary sewage (wastewater from toilet flushing and other wastewater from sanitary conveniences of households and businesses that contains human excrement), collectively referred to as wastewater. During wet weather (generally October through April), the combined sewer system collects large volumes of stormwater runoff in addition to wastewater, referred to as wet-weather flows.

The City and County of San Francisco is divided into drainage basins or watersheds that drain either to the Oceanside Water Pollution Control Plant or the Southeast Water Pollution Control Plant. The combined sewer flows from the project site are treated at the Southeast Water Pollution Control Plant. Discharge from the Southeast Water Pollution Control Plant is governed by Bayside NPDES Permit No. CA0037664 and the U.S. Environmental Protection Agency's Combined Sewer Overflow Control Policy. The Southeast Water Pollution Control Plant has a wet weather flow capacity of 250 million gallons per day. It has the capacity to provide primary and secondary

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<sup>271</sup> City and County of San Francisco, San Francisco's Interim Floodplain Map, Northwest, November 12, 2015, [http://sfgsa.org/sites/default/files/Document/SF\\_NW.pdf](http://sfgsa.org/sites/default/files/Document/SF_NW.pdf), accessed October 4, 2017.

<sup>272</sup> City and County of San Francisco, Community Safety Element of the San Francisco General Plan, 2012, Map 5 (Tsunami Hazard Zones San Francisco, 2012) and Map 6 (Potential Inundation Areas Due to Reservoir Failure), [http://www.sf-planning.org/ftp/General\\_Plan/Community\\_Safety\\_Element\\_2012.pdf](http://www.sf-planning.org/ftp/General_Plan/Community_Safety_Element_2012.pdf), accessed October 4, 2017.

<sup>273</sup> City and County of San Francisco, Community Safety Element of the San Francisco General Plan, 2012, Map 4 (Seismic Hazard Zones San Francisco, 2012), [http://www.sf-planning.org/ftp/General\\_Plan/Community\\_Safety\\_Element\\_2012.pdf](http://www.sf-planning.org/ftp/General_Plan/Community_Safety_Element_2012.pdf), accessed October 4, 2017.

<sup>274</sup> San Francisco City Datum establishes the City's zero point for surveying purposes at approximately 8.6 feet above the mean sea level established by the 1929 U.S. Geological Survey datum.

<sup>275</sup> A seiche is an oscillation of a partially enclosed water body, such as a bay, which may cause local flooding. A seiche could occur in San Francisco Bay due to seismic or atmospheric activity.



treatment to up to 150 million gallons per day, and is permitted to discharge up to an additional 100 million gallons per day of wastewater that receives primary treatment plus disinfection. If wet-weather flows exceed the capacity of the overall system, the excess is discharged from one of the 29 near-shore combined sewer overflow discharge structures. The permit requires wet-weather overflows from Combined Sewer Overflow Discharges to comply with technology-based requirements based on the U.S. Environmental Protection Agency's Combined Sewer Overflow Control Policy.<sup>276</sup>

### **Construction-Related Stormwater Runoff**

The proposed project and project variant would create and/or replace over 5,000 square feet of impervious surface and would involve demolition, excavation (approximately 241,300 cubic yards), site preparation, and four overlapping construction phases to occur over a period of approximately seven years (see Section A, Project Description, pp. 74-81).<sup>277</sup> Excavation, earthmoving, and grading would expose soil and could result in erosion and excess sediment in stormwater runoff being carried to the combined sewer system. Excavation and site preparation activities, especially during the wet-season months, have the greatest potential to result in adverse effects on water quality. In addition, stormwater runoff from demolition debris, soil stockpiles, temporary on-site use and storage of vehicles, fuels, wastes, or other hazardous materials could carry pollutants to the combined sewer system if proper handling methods are not employed.

Runoff from the project site would drain into the city's combined sewer system, ensuring that such runoff is properly treated to meet the city's Bayside NPDES Permit and the U.S. Environmental Protection Agency's Combined Sewer Overflow Control Policy. Construction activities would be subject to the construction site runoff requirements of article 4.2 of the public works code, section 146. In accordance with these regulations, the project sponsor would be required to prepare an erosion and sediment control plan that would be reviewed, approved, and enforced by the San Francisco Public Utilities Commission (SFPUC). The erosion and sediment control plan would specify best management practices and erosion and sedimentation control measures to prevent sediment from entering the city's combined sewer system.<sup>278</sup> Appropriate best management practices for the erosion and sediment control plan are detailed in Section E.10, Utilities and Service

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<sup>276</sup> San Francisco Regional Water Quality Control Board, Waste Discharge Requirements for the Southeast Water Pollution Control Plant, North Point Wet Weather Facility and Bayside Wet Weather Facilities and Wastewater Collection System, Order No. R2-2013-0029, NPDES No. CA0037664, adopted August 2013, [https://www.waterboards.ca.gov/rwqcb2/board\\_decisions/adopted\\_orders/2013/R2-2013-0029.pdf](https://www.waterboards.ca.gov/rwqcb2/board_decisions/adopted_orders/2013/R2-2013-0029.pdf), accessed January 19, 2018.

<sup>277</sup> Construction of the proposed project or project variant could extend over a 15-year timeframe, as discussed above in Section A, Project Description, p. 74, with periods of time when no construction would occur, i.e., the same development program but over a longer time.

<sup>278</sup> Best management practices are detailed in the SFPUC's Construction Best Practices Handbook, August 2013, <http://sfwater.org/modules/showdocument.aspx?documentid=4282>, accessed November 1, 2017.

Systems, pp. 175-177. The SFPUC's Construction Runoff Control Program staff would enforce city requirements through periodic and unplanned site inspections.

Implementation of the construction site runoff requirements in accordance with the public works code would ensure that water quality impacts related to violation of water quality standards or degradation of water quality due to discharge of construction-related stormwater runoff would be less than significant, and no mitigation measures are necessary. This topic will not be discussed in the EIR.

### **Construction-Related Dewatering**

As noted in Impact GE-3, in Section E.13, Geology and Soils, the groundwater level at the project site is about 18 to 39 feet below ground surface. Given that the depth of excavation would be up to 40 feet below ground surface, groundwater dewatering would likely be required during construction. If groundwater is encountered during construction, the proposed project or project variant would require a Batch Wastewater Discharge Permit from the SFPUC, under article 4.1 of public works code, chapter X (Sewer Use Ordinance), in order to discharge groundwater into the combined sewer system.<sup>279</sup> The Batch Wastewater Discharge Permit requires that groundwater discharges meet specified water quality standards before they may be discharged into the combined sewer system.<sup>280</sup> If soil borings and wells are used for dewatering these dewatering activities would comply with article 12B of the public health code (the Soil Boring and Well Regulation Ordinance). The SFPUC's Wastewater Enterprise, Collection Systems Division, provides the permits for dewatering. Wastewater pre-treatment requirements are codified in San Francisco's Department of Public Works Order No. 158170, Industrial Waste Discharge Limits into the City's Sewerage System.<sup>281</sup> With discharge to the combined sewer system in accordance with the regulatory requirements described above, water quality impacts related to a violation of water quality standards or degradation of water quality due to discharge of groundwater produced during construction-related dewatering would be less than significant, and no mitigation is necessary. This topic will not be discussed in the EIR.

### **Operation – Wastewater and Stormwater Discharges**

After completion of each phase of the construction program, the proposed project or project variant would comply with all applicable water quality regulations for disposal of wastewater in occupied

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<sup>279</sup> San Francisco Public Utilities Commission (SFPUC), Construction Site Runoff Control Program Website, <http://www.sfwater.org/index.aspx?page=235>, accessed October 20, 2017.

<sup>280</sup> SFPUC, Batch Wastewater Permit Discharge Application Instructions, May 18, 2012, <https://sfwater.org/modules/showdocument.aspx?documentid=2326>, accessed October 20, 2017.

<sup>281</sup> City and County of San Francisco, San Francisco Department of Public Works Order No. 158170, Industrial Waste Discharge Limits into City's Sewerage System, 2008, <https://infrastructure.sfwater.org/fds/fds.aspx?lib=SFPUC&doc=619040&data=238330400>, accessed January 5, 2018.

buildings. Typical wastewater discharges would include sanitary sewage from residences and offices and potential commercial discharges from restaurants or other future commercial establishments. Stormwater discharges would include runoff from streets, sidewalks and other impervious surfaces. Wastewater discharges from the proposed project or project variant would be subject to the permit requirements of article 4.1 of the public works code<sup>282</sup> and supplemented by San Francisco Public Works Order No. 158170.<sup>283</sup> Accordingly, commercial users of the site would be required to develop and implement a pollution prevention program and comply with the pretreatment standards and discharge limitations specified in article 4.1. These dischargers would also be required to monitor the discharge quality for compliance with permit limitations. Project-generated wastewater and stormwater would flow into the city's combined sewer system and would be treated to standards contained in the city's Bayside NPDES Permit for the Southeast Water Pollution Control Plant prior to discharge to San Francisco Bay.

The city requires all projects creating and/or replacing 5,000 square feet or more of impervious surface to comply with stormwater management requirements and to submit a stormwater control plan, a signed and recorded Maintenance Agreement, and signed Certificate of Acceptable Construction. The stormwater control plan is required to demonstrate the project meets the stormwater quality performance standards contained in the 2016 Stormwater Management Requirements and Design Guidelines.<sup>284</sup> As discussed under Impact UT-1 in Section E.10, Utilities and Service Systems, the proposed project or project variant would incorporate low impact design features to limit the amount of water entering the combined sewer system. The proposed project or project variant would also implement rainwater harvesting and green roofs. Stormwater would be captured on site in cisterns located in the proposed California Street and Masonic garages that would range in size from 150,000 to 200,000 gallons, depending on the amount of the site (including green roofs) that would be planted and is permeable. The captured stormwater would be metered and discharged to the combined sewer system and conveyed to the Southeast Water Pollution Control Plant. Proposed control measures would be designed to reduce the peak flow and volume for a 2-year, 24-hour design storm event by at least 25 percent, as required. As explained above on pp. 217-218, the Southeast Water Pollution Control Plant has a secondary treatment capacity of 150 million gallons per day but is permitted for peak wet weather flows of up to 250 million gallons per day. Wet-weather excess flows of up to 100 million gallons per day receives only primary treatment. Measures to slow the discharge of stormwater runoff from the project site reduce the peak flows entering the treatment plant during and after a storm and result in less

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<sup>282</sup> San Francisco Public Works Code, Article 4.1, Industrial Waste, [http://library.amlegal.com/nxt/gateway.dll/California/publicworks/publicworkscodes?f=templates\\$fn=default.htm\\$3.0\\$vid=amlegal:sanfrancisco\\_ca\\$sync=1](http://library.amlegal.com/nxt/gateway.dll/California/publicworks/publicworkscodes?f=templates$fn=default.htm$3.0$vid=amlegal:sanfrancisco_ca$sync=1), accessed January 5, 2018.

<sup>283</sup> City and County of San Francisco, San Francisco Department of Public Works Order No. 158170, Industrial Waste Discharge Limits into City's Sewerage System, 2008, <https://infrastructure.sfwater.org/fds/fds.aspx?lib=SFPUC&doc=619040&data=238330400>, accessed January 5, 2018.

<sup>284</sup> SFPUC, 2016 Stormwater Management Requirements and Design Guidelines, May 2016, <http://sfwater.org/modules/showdocument.aspx?documentid=9026>, accessed October 20, 2017.

wastewater discharged that has received only primary treatment, reducing the potential to exceed water quality standards.

Discharges from operation of the proposed project or project variant to the combined sewer system, including stormwater runoff, in accordance with the above regulatory requirements would have less-than-significant water quality impacts related to a violation of water quality standards or degradation of water quality. No mitigation measures are necessary. This topic will not be discussed in the EIR.

**Impact HY-2: The proposed project or project variant would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level. (Less than Significant)**

The project site is underlain by San Francisco's Downtown Groundwater Basin, which covers approximately 7,600 acres.<sup>285,286</sup> Recharge to the Downtown Groundwater Basin was estimated at 5,900 acre-feet per year, half of which was accounted for by leakage from municipal water and sewer pipes. This basin is not currently part of San Francisco's Groundwater Management Program and does not contribute to San Francisco's municipal water supply.<sup>287,288</sup> The proposed project or project variant would be connected to existing SFPUC infrastructure and would not rely on wells for its water supply; therefore, operation of the proposed project or project variant would not directly deplete groundwater supplies in the project area.

As discussed under Section E.13, Geology and Soils, groundwater depths vary due to annual rainfall fluctuations. Dewatering of excavations during construction may occur and could temporarily lower groundwater levels in the project vicinity. However, any effects of construction-related groundwater dewatering would be temporary, and, once dewatering is completed, groundwater levels would return to normal.

The existing site includes approximately 165,200 square feet of open space, most of which is permeable green lawns and planted areas that allow for infiltration of rainwater into the groundwater basin. The proposed project or project variant would include below-grade parking garages that would underlie most of the 10.25-acre site, thus decreasing the surface area where groundwater recharge could occur. This would result in a net increase in impervious surface area.

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<sup>285</sup> California Department of Water Resources, California's Groundwater Bulletin 118, 2003 Update, Downtown Groundwater Basin, February 2004 and SFPUC, Groundwater Management Program, <http://www.water.ca.gov/groundwater/bulletin118/basindescriptions/2-40.pdf> and <http://sfwater.org/index.aspx?page=194>, accessed October 4, 2017.

<sup>286</sup> California Department of Water Resources produced a 2016 Interim Update to Bulletin 118. No updates to San Francisco's groundwater basins were discussed, [https://www.water.ca.gov/LegacyFiles/groundwater/bulletin118/docs/Bulletin\\_118\\_Interim\\_Update\\_2016.pdf](https://www.water.ca.gov/LegacyFiles/groundwater/bulletin118/docs/Bulletin_118_Interim_Update_2016.pdf), accessed March 5, 2018.

<sup>287</sup> San Francisco, Groundwater Supply Project, 2017, <https://sfwater.org/index.aspx?page=1136>, accessed October 4, 2017.

<sup>288</sup> SFPUC, 2015 UWMP, p. 6-10.

Therefore, the proposed project or project variant would result in a decrease in the amount of groundwater recharge that could occur. The 10.25-acre site is approximately 0.13 percent of the surface area of the basin, and the loss of a portion of the existing open area would represent a small decrease in permeable surface area in the basin. The basin does not currently contribute to San Francisco's municipal groundwater supplies. As a result, the proposed project or project variant would not significantly deplete groundwater supplies. Although the change to the project site would alter the amount of surface area available for infiltration of rainwater into groundwater it would not substantially interfere with groundwater recharge as some recharge would still occur with the retention of the majority of the green space at the corner of Euclid Avenue and Laurel Street (the proposed Euclid Green) and the low impact design features that would be implemented as part of the development of the common and private open spaces and the streetscape improvements at the Masonic and Euclid Avenue and Presidio Avenue/Masonic Avenue/Pine Street intersections.

Therefore, any groundwater-related impacts of the proposed project or project variant on the basin's aquifer volume or groundwater table level would be less than significant, and no mitigation measures are necessary. This topic will not be discussed in the EIR.

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

The proposed project is located in the Channel Watershed which drains to the Southeast Water Pollution Control Plant. There are no streams or rivers on or adjacent to the project site, and site drainage would continue to be directed to the city's combined sewer system for eventual discharge to San Francisco Bay through the Southeast Water Pollution Control Plant.

Surface runoff from the project site would either be captured and routed to storage tanks or conveyed via storm drains to the existing sewer lines under California Street (12 inch diameter), Presidio Avenue (12 inch diameter north of Pine Street and 16 inch diameter south of Pine Street), and Euclid Avenue (8 inch diameter). The proposed project or project variant would construct new sewer laterals to connect the new and renovated existing buildings to the combined sewer system and construct an 8-inch-diameter sewer line under Masonic Avenue to serve the Masonic Building. The new sewer line under Masonic Avenue would connect to the 16-inch-diameter combined sewer main under Presidio Avenue at Pine Street. The proposed project or project variant would not introduce any substantial changes to the site's topography and would implement low impact design features with the streetscape improvements at the Masonic and Euclid Avenue and Presidio Avenue/Masonic Avenue/Pine Street intersections upstream of storm drain catch basins to slow stormwater runoff and minimize potential for flooding. Thus, the proposed project or project variant would not alter drainage patterns in a manner that would result in substantial erosion, siltation, or flooding.

The proposed project or project variant would decrease the permeable/planted area compared to the existing use due to the below-grade parking structure that would underlie the majority of the project site. However, the proposed project or project variant would comply with San Francisco's Stormwater Management Ordinance. Each would incorporate design features such as bioretention planters located upstream of storm drain catch basins, implement rainwater harvesting and living (green) roof systems to limit runoff, and collect stormwater runoff from the project site in cisterns, ranging from 150,000 to 200,000 gallons, in the California Street and Masonic garages. Bioretention planters would slow peak runoff and filter stormwater prior to entering the city's catch basins. Stormwater would be detained before being metered into the city's combined sewer system, controlling flow rates. Proposed control measures would be designed to reduce the peak flow and volume for a 2-year, 24-hour design storm event by at least 25 percent over current conditions, as required, which would reduce the peak volume entering the collection system. The project site is not currently in an area that is prone to flooding.<sup>289</sup> Controlling the rate of stormwater runoff reduces the peak runoff into the combined sewer system and therefore reduces the likelihood of downstream flooding. This impact would be less than significant, and no mitigation measures are necessary. This topic will not be discussed in the EIR.

**Impact HY-4: The proposed project or project variant 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. (*Less than Significant*)**

The proposed project or project variant would decrease the square feet of permeable/planted areas on the project site; however, it would implement bioretention planters, rainwater harvesting, and retain and meter surface runoff in cisterns to reduce peak runoff flows. Proposed control measures would be designed to reduce the peak flow and volume for a 2-year, 24-hour design storm event by at least 25 percent, as required, which would reduce peak flows entering the combined sewer system during wet-weather events and minimize the potential for downstream or localized flooding. In order to serve the proposed Masonic Building on the southeast portion of the project site, a new 180-foot-long, 8-inch-diameter sewer line would be constructed under Masonic Avenue during the first phase of construction and would connect to the existing combined sewer main under Presidio Avenue at Pine Street (see Section A, Project Description, p. 72). All other proposed new buildings and the adaptively reused Center Building A and Center Building B would connect to the existing sewer lines along California Street, Presidio Avenue, Euclid Avenue, and Laurel Street via new sewer laterals. Wastewater volumes from the project site would increase over existing conditions; however, stormwater, which makes up the majority of wet-weather peak flows, would be decreased by a minimum of 25 percent as a result of stormwater management measures discussed above. Therefore, the proposed project or project variant would not substantially increase stormwater and

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<sup>289</sup> City and County of San Francisco, Bulletin No. 4, Review of Projects in Identified Areas Prone to Flooding, 2007, [http://default.sfplanning.org/publications\\_reports/DB\\_04\\_Flood\\_Zones.pdf](http://default.sfplanning.org/publications_reports/DB_04_Flood_Zones.pdf), accessed October 20, 2017.

wastewater flows such that the capacity of the combined sewer system that serves the project site and the surrounding neighborhood would be exceeded.

The proposed project or project variant would partially demolish and adaptively reuse existing buildings as well as construct new buildings with a combination of housing, childcare, and commercial uses. Commercial businesses and residential uses would use common types of hazardous materials such as cleaners, disinfectants, and chemical agents required to maintain the sanitation of the public use and residential areas as well as the commercial bathrooms and food preparation areas. These commercial products are labeled to inform users of potential risks and to instruct them in appropriate handling procedures. The non-potable rainwater and graywater systems would use chemicals to ensure proper operation of the collection and filtration systems in the proposed building. Each non-potable water reuse system would be subject to review, approval and regular inspection by the SFPUC's non-potable water program staff and would follow current best management practices for chemical storage and handling. The proposed uses are typical urban uses and are not users, or generators, of large amounts of hazardous materials that could enter the water supply in large quantities posing a hazard to water quality. Although the amount of sanitary sewage would increase over existing uses as described above, the proposed project or project variant would not include industrial or other uses that would add substantial additional sources of polluted runoff to the overall combined sewer flows.

Therefore, this impact would be less than significant, and no mitigation measures are necessary. This topic will not be discussed in the EIR.

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

The past, present, and reasonably foreseeable future projects in the vicinity of the project site are identified in Section B, Project Setting, pp. 94-99, and shown on Figure 36, p. 95. There are four development projects in the project vicinity that would add approximately 773 additional residents and would result in a total of approximately 2,034 new residents in combination with the proposed project (approximately 2,454 new residents in combination with the project variant), and an increase in retail space by about 18,920 square feet, for a total cumulative increase of about 126,226 gross square feet of commercial space in combination with the proposed project (76,227 gross square feet in combination with the project variant).<sup>290</sup> Streetscape and transportation improvements and other city-sponsored projects would have temporary impacts, but would not have permanent cumulative impacts affecting wastewater, stormwater or groundwater and are not further discussed in this section.

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<sup>290</sup> Commercial space includes retail, office, and child care uses.

Cumulative development in the project vicinity would result in an intensification of land uses, a cumulative increase in water consumption, a cumulative increase in stormwater runoff, and a cumulative increase in stormwater and wastewater generation. Increases would result in cumulative impacts to wastewater, stormwater and groundwater as described below. The SFPUC has accounted for such growth in its service projections through 2040.<sup>291</sup>

### **Wastewater/Stormwater Flows**

The City and County of San Francisco is divided into drainage basins or watersheds that drain either to the Oceanside Water Pollution Control Plant or the Southeast Water Pollution Control Plant. The proposed project is located in the Channel Watershed which drains to the Southeast Water Pollution Control Plant. Three cumulative development projects, 726 Presidio Avenue, 2670 Geary Boulevard, and 2675 Geary Boulevard, are also located in the Channel Watershed. These projects would increase the number of residents and commercial space in the Channel Watershed by approximately 231 residents and 18,920 gross commercial square feet, respectively, for a total cumulative increase of 1,492 residents and 126,226 gross square feet with the proposed project (1,912 residents and 76,227 gross square feet with the project variant). The remaining development project drains to the Oceanside Water Pollution Control Plant and would not contribute to cumulative wastewater or stormwater impacts from the proposed project or project variant.

Cumulative discharges from operation of the reasonably foreseeable cumulative projects would include sanitary sewage from residences and offices and potential commercial discharges from restaurants or other future commercial establishments. Operational stormwater discharges would include runoff from streets, sidewalks and other impervious surfaces. Wastewater discharges from commercial uses at 2670 and 2675 Geary Boulevard would also be subject to the permit requirements of article 4.1 of the public works code<sup>292</sup> and supplemented by San Francisco Public Works Order No. 158170.<sup>293</sup> Accordingly, commercial users of these sites would be required to develop and implement a pollution prevention program and comply with the pretreatment standards and discharge limitations specified in the public works code. These dischargers would also be required to monitor the discharge quality for compliance with limitations of the Bayside NPDES Permit. As a result, cumulative wastewater discharges would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade water quality.

Individual projects that disturb more than 5,000 square feet of impervious surface during construction would be required to implement erosion and sediment control plans in compliance

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<sup>291</sup> SFPUC, 2015 UWMP, Section 1, p. 1-1.

<sup>292</sup> City and County of San Francisco, San Francisco Public Works Code, Article 4.1, Industrial Waste, [http://library.amlegal.com/nxt/gateway.dll/California/publicworks/publicworkscodes?f=templates\\$fn=default.htm\\$3.0\\$vid=amlegal:sanfrancisco\\_ca\\$sync=1](http://library.amlegal.com/nxt/gateway.dll/California/publicworks/publicworkscodes?f=templates$fn=default.htm$3.0$vid=amlegal:sanfrancisco_ca$sync=1), accessed January 5, 2018.

<sup>293</sup> City and County of San Francisco, San Francisco Department of Public Works Order No. 158170, Industrial Waste Discharge Limits into City's Sewerage System, 2008, [http://www.sfpublishworks.org/sites/default/files/Industrial\\_Waste\\_Discharge\\_Limits.pdf](http://www.sfpublishworks.org/sites/default/files/Industrial_Waste_Discharge_Limits.pdf), accessed January 5, 2018.



with NPDES permit, regional water board, and U.S. Environmental Protection Agency limits, standards, and regulations regarding wastewater and stormwater treatment. Compliance with requirements regarding stormwater treatment would minimize contaminants in stormwater and non-stormwater runoff, substantially reducing the potential for adverse water quality effects from cumulative construction sediment and contaminants. Wastewater generated during construction would be limited to potential groundwater dewatering and wastewater generated by construction personnel. Potential cumulative projects, in addition to the proposed project or project variant, would be required to obtain Batch Wastewater Discharge permits and abide by all regulations for discharge to the combined sewer system. Sanitary sewage from construction personnel would be disposed of according to City regulations. For these reasons, the proposed project or project variant, in combination with past, present, and reasonably foreseeable future projects, would have less-than-significant cumulative stormwater and wastewater impacts.

### **Groundwater Impacts**

There are three other nearby development projects located in the Downtown Groundwater Basin that could affect groundwater quality and quantity in the underlying basin. The 3700 California Street project is underlain by the Lobos Groundwater Basin and is not further discussed.<sup>294</sup> The project at 2675 Geary Boulevard proposes several new additions and buildings at the City Center Shopping Mall at Masonic Avenue and Geary Boulevard. New additions would replace existing parking lots or build on top of other structures; therefore, little or no new impervious surface would be created. The new retail area would use local and regional water supplies and would not use groundwater wells. The project at 2670 Geary Boulevard proposes to replace an existing low-rise commercial building with a residential high rise building with ground floor commercial space. This new building would not substantially change the amount of new impervious surface and would not use groundwater wells. The cumulative project at 726 Presidio Avenue would replace an existing three-unit apartment building with a seven-unit apartment building and below-grade parking. It would use local and regional water supplies and would not use groundwater wells. The proposed project or project variant, in combination with the cumulative developments, would not result in a significant cumulative impact on groundwater.

### **Surface Runoff**

Three cumulative projects, 726 Presidio Avenue, 2670 Geary Street and 2675 Geary Street, are located in the Channel Watershed and would, with the proposed project or project variant, send surface runoff flows to the Southeast Water Pollution Control Plant. One of the cumulative projects, 3700 California Street, is not further discussed because it is located west of the project site and

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<sup>294</sup> SFPUC, Groundwater Management Program, <http://sfwater.org/index.aspx?page=194>, accessed March 16, 2018. According to the map, the project site is at the western edge of the Downtown Groundwater basin, 3700 California Street project site is in the Lobos Groundwater Basin. The cumulative projects along Geary Boulevard near Masonic Avenue are on the divide and are included in the Downtown Groundwater basin, along with the cumulative project on Presidio Avenue.

would not add cumulative flows to the conveyance system that flows to the Southeast Water Pollution Control Plant. As with the proposed project and project variant, all reasonably foreseeable cumulative projects would be required to reduce stormwater flows by 25 percent over existing conditions; therefore, cumulative development would not contribute to any potential cumulative increase in stormwater flows. Thus there would be no cumulative impact related to surface runoff quality or volume to which the proposed project or project variant would contribute.

## Conclusion

In summary, nearby cumulative development projects would be subject to the same water conservation, stormwater management, and wastewater discharge ordinances applicable to the proposed project or project variant. As with the proposed project or project variant, compliance with these ordinances would reduce the effects of nearby cumulative development projects to less-than-significant levels. For these reasons, the proposed project or project variant would not combine with past, present, and reasonably foreseeable future projects in the project vicinity to create a significant cumulative impact related to hydrology and water quality, and no mitigation measures are necessary. This topic will not be discussed in the EIR.

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
<b>15. HAZARDS AND HAZARDOUS MATERIALS.—Would the project:</b>					
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<b>Topics:</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>	<b>Not Applicable</b>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The project site is not located within an area covered by an airport land use plan, within 2 miles of a public airport or a public use airport, or in the vicinity of a private airstrip; nor is the project site located adjacent to wildlands. Therefore, topics E.15(e), E.15(f), and E.15(h) are not applicable to the proposed project or project variant.

The information in this section is based on information provided in the following site investigations: the *Phase I Environmental Site Assessment*,<sup>295</sup> an environmental site investigation,<sup>296</sup> a soil gas investigation report,<sup>297</sup> and the site assessment and proposed mitigation report.<sup>298</sup>

### **Prior Use of the Site**

The 55-acre Laurel Hill Cemetery occupied the site and nearby Laurel Heights/Jordan Park neighborhood from the early 1850s to the 1940s. From 1939 to 1947, cemetery contents were exhumed and relocated to Cypress Lawn in the town of Colma. Subsequently, the project site was set aside for use by the San Francisco Unified School District to build a high school. In 1946, the area was cleared and graded in anticipation of being developed. In April 1953, the Fireman's Fund Insurance Company purchased the property from the school district. Between 1955 and 1966, Fireman's Fund constructed the existing buildings and parking garage and developed the overall site in phases. From 1985 to the present, the property has been occupied by the UCSF Laurel Heights Campus.<sup>299</sup>

<sup>295</sup> Langan Treadwell Rollo, Phase I Environmental Site Assessment for 3333 California Street, December 3, 2014 (hereinafter referred to as "Phase 1 Environmental Site Assessment").

<sup>296</sup> Langan Treadwell Rollo, Environmental Site Investigation Report for 3333 California Street, October 30, 2014.

<sup>297</sup> Langan Treadwell Rollo, Additional Soil Gas Investigation Report, November 7, 2014.

<sup>298</sup> Langan, Site Assessment and Proposed Mitigation, August 3, 2017.

<sup>299</sup> Phase I Environmental Site Assessment, pp. 17 and 18.

## Former and Existing Hazardous Materials Usage

### *Former Underground Storage Tanks*

The *phase I environmental site assessment* conducted for the project site revealed that there were eight historic underground storage tanks (USTs) at the site: one waste oil UST, four diesel USTs, and three gasoline USTs. The waste oil UST was associated with an in-ground vehicular lift; the diesel USTs were associated with boilers and an emergency generator; and the gasoline USTs were associated with fuel for a motor pool.<sup>300</sup> All of the USTs have been removed as part of hazardous materials remediation programs, as discussed further below.

The waste oil UST was removed in 1998 and the case was considered closed by the San Francisco Department of Public Health (health department). However, because the sampling performed following removal of the waste oil UST did not include analysis for chlorinated solvents, heavy metals, or other compounds typically required for waste oil UST closure today, additional sampling was performed in August 2014 as part of the *phase I environmental site assessment*. The chemical concentrations detected were below the Regional Water Quality Control Board's Commercial *Environmental Screening Levels*.<sup>301</sup> The Regional Water Quality Control Board environmental screening levels are levels of commonly-found contaminants below which the presence of the chemical in soil, soil gas, or groundwater can be assumed not to pose a significant threat to human health, water resources, or the environment under most circumstances.<sup>302</sup> Environmental screening levels depend upon future site uses: there are separate environmental screening levels for commercial uses and for residential use. The four diesel USTs associated with the boilers and emergency generator were removed in 1997 and 1998 and an Underground Storage Tank Unauthorized Release/Contamination Site Report was submitted by the UST owner/operator (UCSF) with subsequent remedial action. A Notice of Completion was issued by the health department in February 2003, and the case was reported as closed.<sup>303</sup>

The three gasoline USTs associated with fuel for the motor pool were removed in 1988. Soil samples were collected during the removal; however, analytical results for the 1988 samples were not available from the health department. The regulatory documents reviewed as part of *phase I environmental site assessment* do not indicate that a regulatory case was opened. In August 2014, soil, soil gas, and groundwater samples were collected from the location of the former onsite USTs, and the samples were analyzed for fuel constituents. The petroleum compound concentrations were below the environmental screening levels for commercial uses.<sup>304</sup>

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<sup>300</sup> Phase I Environmental Site Assessment, pp. 1 and 2.

<sup>301</sup> Phase I Environmental Site Assessment, pp. 1 and 2.

<sup>302</sup> San Francisco Bay Regional Water Quality Control Board, User's Guide: Derivation and Application of Environmental Screening Levels (ESLs), Interim Final, February 2016, [https://www.waterboards.ca.gov/sanfranciscobay/water\\_issues/programs/esl.html](https://www.waterboards.ca.gov/sanfranciscobay/water_issues/programs/esl.html), accessed March 19, 2018.

<sup>303</sup> Phase I Environmental Site Assessment, pp. 1 and 2.

<sup>304</sup> Phase I Environmental Site Assessment, pp. 1 and 2.

Article 22A of the San Francisco Health Code, known as the Maher Ordinance, requires the characterization and remediation of hazardous substances in soil and groundwater for sites. As such, the health department's Environmental Health Branch – Site Assessment and Mitigation Program, reviewed the *phase I environmental site assessment* and other reports, and requested that soil gas results for the site be compared to current environmental screening levels for residential uses. Upon further review of environmental conditions by the health department, petroleum hydrocarbons, heavy metals, and chlorinated solvents were found to be below residential environmental screening levels.<sup>305</sup> However, volatile organic compounds were detected in soil gas at concentrations exceeding residential environmental screening levels at two of seven sampling locations. The health department also requested that a site mitigation plan and a demolition and construction dust control plan be prepared for the site. The site mitigation plan would include soil and groundwater handling procedures, designs for minimization measures that control human exposure to remaining hazardous substances, an environmental contingency plan, and a health and safety plan.<sup>306</sup> Pursuant to the Maher Ordinance, the removal of potential contaminants on site would occur in accordance with the required site mitigation plan. The certified final project report would document compliance with the site mitigation plan after construction is complete. All compliance documentation would be reviewed and approved by the health department.

### **Existing Use at the Site**

The existing campus serves as the primary location for the offices of UCSF's social, behavioral, and policy science research departments. The existing uses involve the use, storage, and disposal of various hazardous materials.

There are two electrical substations and one emergency generator located within the existing parking garage. An above-ground storage tank holding diesel fuel for the emergency generator is located immediately north of the entrance to Basement Level B2, on the east side of the project site. The UCSF laboratories store hazardous materials and generate hazardous waste. Hazardous waste is manifested and shipped off site for disposal. After onsite pretreatment, liquid waste is discharged to the municipal wastewater system under an Industrial Wastewater Discharge Permit (Permit No. 95-0537). These activities required a license from the State of California Department of Public Health, Radiologic Health Branch. Former uses on the project site included automotive services requiring the storage of regular and unleaded gasoline fuels, diesel fuel, and waste oils. As described above, eight USTs on site were used for boiler fuel storage, gasoline storage for the motor pool, vehicular maintenance, and backup power generation fuel storage. Seven of the USTs were located in the vicinity of the annex building, and one was located near the east entrance (near Presidio Avenue). In addition, five USTs were located on the lot immediately northeast of, and adjacent to, the project site – the SF Fire Credit Union (formerly a Chevron Station). The project

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<sup>305</sup> Langan Treadwell and Rollo, Site Assessment and Proposed Mitigation, August 2017, p. 2.

<sup>306</sup> San Francisco Department of Public Health, San Francisco Site Mitigation and Assessment Program, 2018, <https://www.sfdph.org/dph/EH/HazWaste/hazWasteSiteMitigation.asp>, accessed March 8, 2018.

site is currently on the Leaking Underground Storage Tank Sites list maintained by the State Water Resources Control Board List (Geotracker ID T0607501246). Each of the USTs on the project site was removed at different times between 1988 and 1998 with the last cleanup and case closure dated February 24, 2003. The five USTs on the adjacent parcel were removed in 1988.

The proposed project and project variant would require demolition, soils disturbance, and excavation to depths ranging from 7 to 40 feet below the existing grade for construction of the below-grade parking garages, building foundations, and site terracing. Excavation and demolition activities would result in the removal of approximately 288,300 cubic yards of spoils. Approximately 47,000 cubic yards of the overall total would be demolition debris generated as a result of the demolition of the existing buildings (full demolition of the annex building and partial demolition of the existing office building) as well as the surface parking lots and circular garage ramp structures. Approximately 3,700 cubic yards of excavated soils would be tested to be determined for suitability for onsite reuse as fill material.

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

### **Construction**

During construction of the proposed project or project variant, diesel fuel and hazardous materials such as paints, fuels, solvents, and adhesives would be used. In accordance with the stormwater pollution prevention plan and erosion control plan, which would be reviewed and approved by the SFPUC, the construction contractor would identify hazardous materials sources within the construction area and recommend site-specific best management practices to prevent discharge of these materials. The minimum best management practices that would be required include maintaining an inventory of materials used onsite; storing chemicals in water-tight containers protected from rain; developing a spill response plan and procedures to address hazardous and nonhazardous spills; maintaining spill cleanup equipment onsite; assigning and training spill response personnel; and preventing leaks of oil, grease, and fuel from equipment.

### **Operation**

The proposed project's and project variant's residential, office, retail, and child care uses would involve the occasional use of relatively small quantities of common hazardous materials such as paints, cleaners, toners, solvents, and disinfectants for routine purposes. These products are labeled to inform users of potential risks and to instruct them in appropriate handling procedures. Routine use consumes or neutralizes most of these materials, resulting in little hazardous waste. Other hazardous materials at the site would include an emergency diesel generator with a 500-gallon fuel storage tank and chemicals that would be used to treat graywater associated with the non-potable water system. The aboveground storage tank and chemicals would be stored indoors and in compliance with applicable laws and regulations such as the Aboveground Petroleum Storage Act,

which requires the preparation of a Spill Prevention Control and Countermeasures Plan. The Spill Prevention Control and Countermeasures Plan details the procedures, equipment, and workforce commitment necessary for a business to prevent and contain oil discharges from its facility. Since project operations would include the use of common hazardous materials typical for a mixed use urban development, and because the maintenance and operation of the emergency diesel generator (fuel storage) and non-potable water reuse systems (chemical storage) would be regulated activities subject to periodic inspection by the health department, it is not likely that the storage and use of common hazardous materials, fuel or chemicals would create a significant hazard.

For these reasons, the proposed project or project variant would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. Thus, impacts would be less than significant. No mitigation measures are necessary, and this topic will not be discussed in the EIR.

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

## **Construction**

### ***Contaminated Soil and Groundwater***

During construction, particularly excavation and grading, construction workers could be exposed to chemicals in the soil and groundwater through skin contact, ingestion, or inhalation of airborne dust or vapors. The public, including nearby offsite residents and future site occupants, could be exposed to these chemicals through inhalation of airborne dust or vapors or contact with accumulated dust if proper precautions were not implemented. Prior to construction, a site mitigation plan and a demolition and construction dust control plan must be prepared in compliance with articles 22A and 22B of the health code for review and approval by the health department. The construction dust control plan would include best management practices to reduce dust during construction, such as limiting travel on unpaved roads; wetting and tarping solid bulk material for offsite transport; and paving main access points to the project site. The site mitigation plan would describe known and potential environmental conditions, including the presence of volatile organic compounds in soil gas. It would include soil, groundwater, and stormwater management protocols such as sampling and proper disposal of any hazardous waste encountered during excavation. Implementation of a site mitigation plan would reduce any potential impacts prior to or during construction of the proposed project or project variant. Compliance with the plan would ensure that implementation of the proposed project or project variant would not create a significant hazard to the public or the environment through reasonably foreseeable conditions involving the release of hazardous materials into the environment. This impact would be less than significant, and no mitigation measures are necessary. This topic will not be discussed in the EIR.

### ***Medical Hazardous Waste***

In addition to contamination from the USTs, the site may contain onsite hazardous waste associated with medical uses, such as radioactive materials or other contaminants that may be contained within the existing onsite fume hoods, centrifuges, refrigerators, and waste storage containers. There is also the potential for contaminants, including minor radioactive contamination, in the facility plumbing system from disposal of secondary washes.<sup>307</sup> Currently, this hazardous waste is properly disposed of offsite under manifest.

The University of California San Francisco staff would remove much or all of the chemicals and radioactive material in refrigerators and storage cabinets as part of their relocation to other university-owned facilities and would dispose of waste storage containers as required by existing laws and regulations. Any remaining medical hazardous waste would be disposed of in an approved facility during building demolition or reuse and would not pose a significant hazard to the public or the environment if applicable federal, state, and local regulations are followed.

### ***Hazardous Building Materials***

Based on the building age, hazardous building materials such as asbestos, lead-based paint, electrical transformers containing polychlorinated biphenyls (PCBs), fluorescent light ballasts containing PCBs or bis (2-ethylhexyl) phthalate (DEHP), and fluorescent light tubes containing mercury vapors may be present. These materials could escape into the environment and pose health concerns for construction workers and the public if not properly handled or disposed of in accordance with applicable regulations.

Demolition and construction activities would follow all applicable standards and regulations for hazardous building materials, including the California Health and Safety Code. Currently, section 19827.5 of the California Health and Safety Code requires that local agencies not issue demolition or alteration permits until an applicant has demonstrated compliance with notification requirements under applicable federal regulations regarding hazardous air pollutants, including asbestos.

The Bay Area Air Quality Management District (air district) is vested by the California legislature with authority to regulate airborne pollutants, including asbestos, through both inspection and law enforcement and is to be notified 10 days in advance of any proposed demolition or asbestos abatement work. The notification must include (1) the address of the operation; (2) the names and addresses of those who are responsible; (3) the location and description of the structure to be altered, including size, age, prior use, and the approximate amount of friable (i.e., easily crumbled) asbestos; (4) scheduled start and completion dates for the asbestos abatement work; (5) nature of the planned work and methods to be employed; (6) procedures to be employed to meet the air

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<sup>307</sup> Phase I Environmental Site Assessment, pp. 1 and 2.



district's requirements; (7) and the name and location of the waste disposal site to be used. The air district randomly inspects asbestos removal operations and will inspect any removal operation about which a complaint has been received. Any asbestos-containing building material disturbance at the project site would be subject to the requirements of Bay Area Air Quality Management District Regulation 11, Rule 2: Hazardous Materials; Asbestos Demolition, Renovation, and Manufacturing.

The local office of the State Occupational Safety and Health Administration (Cal/OSHA) must also be notified of any asbestos abatement that is to be carried out. Asbestos abatement contractors must follow state regulations contained in the California Code of Regulations, Title 8, section 1529, and Title 8, sections 341.6 through 341.14, where there is asbestos-related work involving 100 square feet or more of asbestos-containing building material. Asbestos removal contractors must be certified as such by the Contractors Licensing Board of the State of California. The owner of the property where abatement is to occur must have a Hazardous Waste Generator Number assigned by and registered with the Office of the California Department of Health Services in Sacramento. The contractor and hauler of the material are required to file a Hazardous Waste Manifest that details the hauling of the material from the site and the disposal of it. Pursuant to California law, the building department will not issue the required permit until the project sponsor has complied with the notice requirements described above.

If lead-based paint is present, demolition would be subject to the Cal/OSHA Lead in Construction Standard (8 CCR section 1532.1), which requires development and implementation of a lead compliance plan when materials that contain lead would be disturbed during construction. The plan must describe activities that could emit lead, methods that will be used to comply with the standard, safe work practices, and a plan to protect workers from exposure to lead during construction activities. Cal/OSHA would require 24-hour notification if more than 100 square feet of materials that contain lead would be disturbed. Any other hazardous building materials identified either before or during demolition or renovation would be abated according to federal, state, and local laws and regulations.

Disposal of PCBs is regulated at both the federal level (the Toxic Substances Control Act, U.S. Code, Title 15, Chapter 53; and implementing regulations in 40 Code of Federal Regulations [CFR] 761) and at the state level (22 California Code of Regulations [CCR] 66261.24), and DEHP is covered under federal regulations (40 CFR 261.33). Disposal of these materials as hazardous waste must comply with applicable laws and regulations and may involve incineration or other treatment or disposal in an approved chemical waste landfill. Mercury is regulated as a hazardous waste under 22 CCR 66262.11 and 22 CCR 66273.4 and its disposal as hazardous waste under 22 CCR 66261.50.

Compliance with the existing regulatory framework would provide protection to construction workers and the environment and therefore would also protect members of the nearby public, and would ensure that potential impacts of exposure to these hazardous building materials would be

less than significant. No mitigation measures are required for the proposed project or project variant. This topic will not be discussed in the EIR.

### ***Serpentinite (Naturally Occurring Asbestos)***

Bedrock on the south and east portions of the project site is relatively shallow (7 to 17 feet below ground surface) and would be encountered during some project excavation. The *geotechnical investigation* found that bedrock on the project site consists of sandstone and serpentinite, which contains naturally occurring asbestos.<sup>308</sup> Serpentine rock is apple green, brown, reddish brown, and gray to black and has a waxy or shiny appearance. The usual appearance of serpentine is fine grained and compact, but it can be flaky or fibrous. During project excavation, naturally occurring asbestos minerals may present a human health hazard if they become airborne and are inhaled.

The Asbestos Airborne Toxic Control Measure for Construction, Grading, Quarrying, and Surface Mining Operations in areas of serpentine and other ultramafic<sup>309</sup> rocks (contained in Title 17 of the California Code of Regulations, section 93105), protects public health and the environment by requiring the use of best available dust mitigation measures to prevent the offsite migration of asbestos-containing dust from road construction and maintenance activities, construction and grading operations, and quarrying and surface mining operations in areas of ultramafic rock, serpentine, or naturally occurring asbestos. The air district implements the regulation in San Francisco.

As the proposed project and project variant would disturb more than 1 acre of land where asbestos-containing materials are present, project construction activities must comply with the asbestos control measure. The construction contractor would be required to prepare an asbestos dust mitigation plan specifying measures that would be taken to ensure that no visible dust crosses the property boundary during construction. The asbestos dust mitigation plan must be submitted to and approved by the air district prior to the beginning of construction, and the construction contractor would ensure the implementation of all specified dust mitigation measures throughout the construction of the proposed project or project variant. In addition, the air district may require air monitoring for offsite migration of asbestos dust during construction activities and may change the plan on the basis of the air monitoring results. The construction contractor would also be required to comply with the work practices and personnel exposure monitoring requirements specified in Title 8 of the California Code of Regulations, section 1529.

In addition, the building department and public works would administer and enforce any dust control requirements specified in the construction dust control plan, which requires contractors to implement practices, at a minimum, that will achieve the goal of “no visible dust” emissions. Compliance with the required asbestos dust mitigation plan and the construction dust control plan

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<sup>308</sup> Geotechnical Investigation, p. 5.

<sup>309</sup> Ultramafic rocks are one type of igneous rock (formed at high temperatures well below the surface of the earth) that is rich in iron and magnesium.

would ensure that project construction activities would not create a significant hazard to the public or the environment from naturally occurring asbestos. This impact would be less than significant, and no mitigation measures are necessary. This topic will not be discussed in the EIR.

### ***Infectious Disease from Human Remains***

The project site was part of the Laurel Hill Cemetery (formerly Lone Mountain Cemetery) from the 1850s to the 1940s. Based on a review of previously completed projects in former San Francisco cemeteries, there is a high level of certainty that not all burials from the Laurel Hill Cemetery were successfully removed in the early 1940s. If burials remained in the former cemetery during prior grading operations, there is the possibility that remnants of burials, including human bone, artifacts, and coffin fragments or hardware could be encountered.

Despite the possibility of encountering human remains, the risk of infectious disease remains low. All human remains in the cemetery have been there for nearly 70 years or more. Although some diseases are highly contagious, their causative agents are unable to survive long in the human body following death.<sup>310</sup> Therefore, impacts from infectious disease as a result of human remains would be less than significant, and no mitigation measures are necessary. This topic will not be discussed in the EIR. Impacts related to encountering human remains is further discussed in Section E.3, Cultural Resources, pp. 133-134.

### **Operation**

The proposed project and project variant would partially demolish and adaptively reuse the existing onsite office building. This building is known to include asbestos-containing materials and lead-based paint as well as other hazardous building materials such as fluorescent lamps and PCB-containing light ballasts. However, these materials would be abated and/or removed during the construction phase of the proposed project, prior to reuse of the building, as discussed above in Impact HZ-2. Therefore, site occupants and the public would not be exposed to hazardous building materials during operation of the proposed project.

The proposed project's and project variant's residential, office, retail, and child care uses would involve the occasional use of relatively small quantities of common household hazardous materials. These products are labeled to inform users of potential risks and to instruct them in appropriate handling procedures. Routine use would consume or neutralize most of these materials, resulting in little hazardous waste, and would not result in the potential for upset or accident conditions involving the release of hazardous materials into the environment. The proposed 500-gallon aboveground fuel storage tank and chemicals would be stored indoors and in compliance with

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<sup>310</sup> Morgan, Oliver, 2004, Infectious disease risks from dead bodies following natural disasters, Pan American Journal of Public Health 15(5), p. 308.

applicable laws and regulations such as the Aboveground Petroleum Storage Act, which would require secondary containment, spill prevention and response procedures.

Therefore, operation of the proposed project or project variant would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment, and this impact would be less than significant.

**Impact HZ-3: The proposed project or project variant would not result in hazardous emissions or the handling of hazardous or acutely hazardous materials, substances, or waste, but would involve the usage of minor amounts of routine hazardous materials within one-quarter mile of an existing or proposed school. (*Less than Significant*)**

Several schools/daycare centers are located within a quarter mile of the project site. They include the Laurel Hill Nursery School (401 Euclid Avenue), the San Francisco University High School - South Campus (3065 Jackson Street), the Drew School (2901 California Street), the Little School (1520 Lyon Street), the Helen Diller Family Preschool at the JCCSF (3200 California Street), and the Chibi Chan Preschool at Booker T. Washington Community Center (800 Presidio Avenue).<sup>311</sup> Other schools in the vicinity include the Lilienthal K-2 Elementary School Madison Campus (3950 Sacramento Street), Presidio Hill School (3839 Washington Street), San Francisco Waldorf Pre-K and Grade School (2938 Washington Street), Cobb Elementary School (2725 California Street), Roosevelt Middle School (460 Arguello Boulevard), and Wallenberg High School (40 Vega Street). In addition to the above existing schools, the proposed project or project variant would include an on-site child care facility in the proposed Walnut Building.

## **Construction**

Development of the proposed project or project variant would involve demolition and construction, both of which would require the handling and transport of hazardous wastes, as described in Impacts HZ-1 and HZ-2. Existing regulations require surveys for lead-based paint, asbestos containing materials, and other hazardous building materials. If surveys determine that hazardous building materials are present, the project sponsor would be required to comply with regulations described in Impact HZ-2, which would ensure that hazardous materials are handled safely and would not be released within one-quarter mile of schools. As discussed above in Impact HZ-1, a site mitigation plan, a demolition and construction dust control plan, and an asbestos dust mitigation plan would be prepared to minimize hazardous emissions during construction. The proposed child care facility in the Walnut Building would be constructed as part of Phase 3, after existing building demolition. The child care facility is proposed to be located on the opposite side of the project site from Phase 4 construction activities at the Laurel and Mayfair Buildings. Therefore, there would be limited potential for such materials to affect the nearest school, and the proposed project or

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<sup>311</sup> There is an existing child care facility on-site; however, the facility would be closed prior to demolition and construction.

project variant would have a less than significant impact with respect to the handling of hazardous materials within one-quarter mile radius of an existing or proposed school. This topic will not be discussed in the EIR. Impacts related to emissions from construction vehicles will be discussed in the Air Quality section of the EIR.

## **Operation**

As discussed under Impact HZ-1, the proposed project or project variant would include the use of common household items in quantities too small to create a significant hazard to the public or the environment. The proposed residential, retail, office, and child care uses would not generate hazardous emissions. The current laboratory use at the site is limited and includes the use of hazardous chemicals and radioactive and biohazardous materials which results in the generation of hazardous waste. The new uses proposed for the site under the proposed project or project variant would represent a decrease in the use and generation of hazardous materials and waste. Therefore, the proposed project or project variant would have a less-than-significant impact from the handling of hazardous materials within one-quarter mile of an existing or proposed school. This topic will not be discussed in the EIR.

### **Impact HZ-4: The project site is included on a list of hazardous materials sites compiled pursuant to Government Code section 65962.5 but would not create a significant hazard to the public or the environment. (*Less than Significant*)**

The project site is currently on the Leaking Underground Storage Tank Sites list maintained by the State Water Resources Control Board List (Geotracker ID T0607501246) and is included on other lists of hazardous materials sites compiled pursuant to Government Code section 65962.5. The listings are related to public notice requirements for permitted activities such as air emissions reporting for onsite activities, small quantity generation of hazardous waste in the medical laboratories, and the former USTs discussed in Impact HZ-2. Any hazardous materials currently on the site, such as medical waste and common household items, would be removed during or prior to demolition or reuse of the existing building in accordance with local, state, and federal laws and regulations.

The former USTs have been removed and contamination has been remediated, with the exception of low levels of residual contaminants such as volatile organic compounds, which were detected in soil gas at concentrations exceeding residential environmental screening levels in two samples that were collected 5 feet below ground surface at the location of the proposed Plaza A Building. However, volatile organic compounds in the soil gas are not expected to pose a vapor intrusion concern for commercial or residential receptors at the Plaza A Building based on the limited horizontal extent of volatile organic compounds beneath the proposed building footprint and proposed excavation for the garage (approximately 20 feet below ground surface) which would remove contaminated soils. The soil gas is limited to the vadose zone (the portion of the subsurface

above groundwater) and there is no continuing soil or groundwater source.<sup>312</sup> In addition, the demolition and removal of potential contaminants on site would occur in accordance with the Maher Ordinance and required site mitigation plan that would be reviewed and approved by the health department. Therefore, volatile organic compounds in soil would not be expected to pose a vapor intrusion concern for the new development on the project site.<sup>313</sup>

Therefore, although the project site is included on a list of hazardous materials sites compiled pursuant to Government Code section 65962.5, the proposed project and project variant would not create a significant risk to the public or the environment from exposure to hazardous materials from historical site uses. The impact would be less than significant, and no mitigation measures are necessary. This topic will not be discussed in the EIR.

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

Under the proposed project and project variant, emergency vehicles would continue to have access to the perimeter of the project site to provide emergency services such as fire protection for the proposed new buildings along California Street, Presidio Avenue, Masonic Avenue, Euclid Avenue, and Laurel Street. Emergency vehicles would be able to access the center of the site via the Walnut Street extension (approximately 22 feet wide), the west end of the proposed Mayfair Walk, and the south end of the proposed Walnut Walk at the intersection of Masonic and Euclid avenues.

In San Francisco, fire safety is ensured through the provisions of the building code and the fire code. Water for firefighting purposes would be provided from multiple sources, including the three existing fire hydrants adjacent to the project site. Two new fire hydrants would be located on the perimeter of the project site adjacent to Masonic Avenue, and one new fire hydrant would be located near the intersection of the proposed Mayfair and Walnut walks near Center Buildings A and B. In addition, firefighting water supply storage tanks would be located in Basement Level B3 of Center Building B because of its classification as a high-rise building. During the review of the building permit application, the building department and the fire department would review the project plans for compliance with all regulations related to fire safety, which may include the development of an emergency procedure manual or an exit drill plan for the residents and employees of the proposed new and adaptively reused buildings. Compliance with fire safety regulations would ensure that construction and operation of the proposed project or project variant 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. This impact would be less than significant, and no mitigation measures are

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<sup>312</sup> Langan Treadwell Rollo, Site Assessment and Proposed Mitigation, August 2017, p. 2.

<sup>313</sup> Langan Treadwell Rollo, Site Assessment and Proposed Mitigation, August 2017, Table 1 and Table 2.

necessary. This topic will not be discussed in the EIR. Construction and operational emergency access will also be discussed in the Transportation and Circulation section of the EIR.

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

Environmental impacts related to hazards and hazardous materials are generally site-specific. Nearby cumulative development projects would be subject to the same fire safety and hazardous materials handling and disposal regulations applicable to the proposed project or project variant. Although the proposed project or project variant could result in potential impacts related to conducting construction activities within potentially contaminated soil, and demolishing and reusing structures that contain hazardous building materials, conformance with applicable regulatory requirements, including the preparation of a site mitigation plan, construction dust control plan, and asbestos dust mitigation plan, would reduce those impacts to less-than-significant levels. Similarly, operation of the proposed project or project variant combined with operation of nearby cumulative mixed-use and retail development projects would include the use of common household materials in quantities too small to create a significant hazard to the public or the environment. For these reasons, the proposed project or project variant would not combine with past, present, and reasonably foreseeable future projects in the project vicinity to create a significant cumulative impact related to hazards and hazardous materials. This topic will not be discussed in the EIR.

<u>Topics:</u>	<u>Potentially Significant Impact</u>	<u>Less Than Significant with Mitigation Incorporated</u>	<u>Less Than Significant Impact</u>	<u>No Impact</u>	<u>Not Applicable</u>
<b>16. MINERAL AND ENERGY RESOURCES.— Would the project:</b>					
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Encourage activities which result in the use of large amounts of fuel, water, or energy, or use these in a wasteful manner?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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

Land in the City and County of San Francisco includes a number of different Mineral Resource Zone classifications as defined by the California Division of Mines and Geology (CDMG) under

the Surface Mining and Reclamation Act of 1975.<sup>314,315</sup> The project area is within an urbanized area designated as Mineral Resource Zone-3(a), which signifies an area containing mineral deposits, the significance of which cannot be evaluated from available data. Thus, the project site is not a designated area of known significant mineral deposits or a locally important mineral resource recovery site. However, this classification indicates that the area is a potential source of construction aggregate, e.g. sand and gravel.

The project site is primarily developed and located within a developed area of the city and is the former site of the Laurel Hill Cemetery. According to the *geotechnical investigation*,<sup>316</sup> which is based on available geotechnical data from the surrounding area and on limited field investigations including ten soil borings at undeveloped areas on the project site to a maximum depth of 40 feet, the site is covered by fill material that extends to depths of approximately 3 to 10 feet below ground surface. The fill generally consists of loose to medium dense sand and gravel, and medium stiff to stiff clay, sandy clay, and clayey silt with wood and brick fragments. The fill is underlain by layers of stiff to very stiff clay and medium dense to dense sand and clayey sand. None of these materials is a source of aggregate used in construction materials, which is typically composed of gravel (pebbles), crushed stone, or crushed recycled concrete. Bedrock, consisting of sandstone and serpentinite, occurs below the clay and sand deposits. On the south and east portions of the site, bedrock is relatively shallow, at 7 to 17 feet below ground surface. On the north and west portions of the site, the bedrock surface is relatively deep, at approximately 31 feet below ground surface.

As with most land within the City and County of San Francisco the project site would likely not be a significant source of construction aggregate or significant mineral resources; however, some of the excavated onsite soil, if clean, is likely to be reused at the project site or at other construction sites such as at Pier 70 or Treasure Island as fill material. Therefore, implementation of the proposed project or project variant would not adversely affect mineral resources, nor would it result in the loss of availability of a known mineral resource that would be of value to the region and residents of the state. Furthermore, there are no operational mineral resource recovery sites in the project vicinity whose accessibility or operations would be affected by the construction or operation of the proposed project or project variant. Therefore, there would be no impact on mineral resources, and no mitigation measures are required. This topic will not be discussed in the EIR.

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<sup>314</sup> California Division of Mines and Geology, Special Report 146, Plate 2.41, Mineral Land Classification Map: Aggregate Resources Only San Francisco County, 1982, [ftp://ftp.consrv.ca.gov/pub/dmg/pubs/sr/SR\\_146-2/SR\\_146\\_Plate\\_2.41.pdf](ftp://ftp.consrv.ca.gov/pub/dmg/pubs/sr/SR_146-2/SR_146_Plate_2.41.pdf), accessed September 20, 2017.

<sup>315</sup> California Division of Mines and Geology, Open File Report 96-03, 1996; Special Report 146 Part I, 1986; and Special Report 146 Part II, 1987, [ftp://ftp.conservaion.ca.gov/pub/dmg/pubs/sr/SR\\_146-1/SR\\_146-1\\_Text.pdf](ftp://ftp.conservaion.ca.gov/pub/dmg/pubs/sr/SR_146-1/SR_146-1_Text.pdf) and [ftp://ftp.consrv.ca.gov/pub/dmg/pubs/sr/SR\\_146-2/SR\\_146-2\\_Text.pdf](ftp://ftp.consrv.ca.gov/pub/dmg/pubs/sr/SR_146-2/SR_146-2_Text.pdf), accessed September 20, 2017.

<sup>316</sup> Langan Treadwell Rollo, Preliminary Geotechnical Investigation, 3333 California Street, San Francisco, December 3, 2014.



**Impact ME-2: The proposed project or project variant would not encourage activities which result in the use of large amounts of fuel, water, or energy, or use these in a wasteful manner. (*Less than Significant*)**

In California, energy consumption in buildings is regulated by Title 24 of the California Code of Regulations. Title 24 includes standards that regulate energy consumption for the heating, cooling, ventilation, and lighting of residential and nonresidential buildings. In San Francisco, documentation demonstrating compliance with Title 24 standards is required to be submitted with a building permit application. Compliance with Title 24 standards is enforced by the building department. The proposed project or project variant is an infill development that would include new construction and the adaptive reuse of an existing onsite building. The proposed project or project variant would be required to comply with the standards of Title 24 and the requirements of the 2016 San Francisco Green Building Ordinance. As a mixed-use development, the proposed project or project variant would be required to be built to Leadership in Energy and Environmental Design (LEED) for Neighborhood Development certification at a minimum Gold Standard thus minimizing the amount of fuel, water, or energy used.

Non-renewable energy consumption would occur during the proposed project or project variant's construction and operational phases. Construction energy consumption would be primarily in the form of indirect energy inherent in the production of materials used for construction (e.g., the energy necessary to manufacture a steel beam from raw materials) and the fuel used by construction equipment. Construction-related energy consumption is roughly proportional to the size of the new building(s) proposed and, for the proposed project, would also be related to the scale of the intervention necessary to adaptively reuse and remodel the existing office building.

Operational-related energy consumption would include electricity and natural gas, as well as fuel used by residents, employees and visitors as expressed through vehicle miles traveled. Electricity and natural gas would be used for building space heating and lighting (uses that are covered by Title 24, discussed above) as well as for operation of equipment and machines.

Energy conservation design features to meet state and local goals for energy efficiency and renewable energy have been incorporated into the project design to reduce wasteful, inefficient, and unnecessary consumption of energy during construction and operation. As stated above, the proposed project or project variant would be required to be built to LEED for Neighborhood Development certification at a minimum Gold Standard thus minimizing the amount of fuel, water, or energy used. Rooftops of the proposed new buildings and the adaptively reused office building would be developed with a mix of green roofs, solar photovoltaic systems, and/or roof-mounted solar hot water systems. The proposed project or project variant would also incorporate transportation demand management measures into its design such as car share parking, and bicycle parking and repair stations that would help to minimize the amount of transportation fuel consumed. Further, the project sponsor would be required to develop and/or reserve up to 8 percent of parking

spaces for electric vehicles, which would also minimize the amount of transportation fuel consumed.

The energy assessment for the proposed project and project variant, with energy use calculations and a discussion of energy conservation measures, forms the basis for the discussion below.<sup>317</sup> Electrical energy demand is measured by power flow, expressed in kilowatt-hours (kWh) and natural gas is measured in cubic feet of gas or by its heat content in British Thermal Units<sup>318</sup> (BTU), or therms. Diesel and gasoline fuel use is measured in gallons.

## **Construction**

Energy use associated with phased construction of the proposed project or project variant would include electricity usage associated with water consumption for dust control and use of electric equipment, diesel fuel consumption from on-road hauling trips and off-road construction diesel equipment, and gasoline consumption from on-road worker commute and vendor trips. Electricity use associated with water for dust control during construction of the proposed project or the project variant would be the same, approximately 1,226 kWh<sup>319</sup> total. Electricity use associated with electric construction equipment for the proposed project or the project variant would add an additional 6,000,000 kWh. Construction of the proposed project or project variant would use approximately 431,158 gallons of diesel for off-road construction equipment. Approximately 149,829 gallons of diesel and 220,202 gallons of gasoline would be used for on-road trips during construction of the proposed project or project variant. Construction of the proposed project and project variant would be phased over a 7 to 15-year timeframe; thus, construction-related energy use would be temporary. Furthermore, as compared to other states and the country as whole, construction projects in California and, in particular in the San Francisco Bay Area, use the most energy efficient equipment available in order to meet state and local goals for criteria air pollutant and greenhouse gas emissions reductions. As a result, construction activities would not have a measurable effect on regional energy supplies or on peak energy demand resulting in a need for additional capacity. Therefore, as a temporary activity, construction of the proposed project or project variant would not be considered inefficient or wasteful.

## **Operation**

Energy use associated with operation of the proposed project or project variant would include onsite usage associated with buildings; electricity for off-site water treatment and distribution; and fuel from mobile sources. The total estimated energy consumption for on-site building use, not including on-site energy production and not accounting for onsite energy conservation measures,

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<sup>317</sup> SWCA, 3333 California Street Mixed-Use Project Energy Assessment and Calculations, Case No. 2015-014028ENV, April 12, 2018.

<sup>318</sup> 1 kBTU = 3.412 kWh and 1 kBTU = 3.412 kWh

<sup>319</sup> This estimate is conservative for a number of reasons, among them the fact that use of reclaimed water may not be accounted for.

would be approximately 37,547,861 kBTU/year for the proposed project. The project variant would have a slightly higher energy use, approximately 40,039,142 kBTU/year. The operational peak energy demand associated with building use for the proposed project would be approximately 14.3 MMBTU/hour (approximately 15.1 MMBTU/hour for the project variant). After incorporation of the energy conservation measures into the project design, the proposed project would save approximately 26 percent of annual building energy use (reduced from 37,547,861 kBTU/year to 27,821,558 kBTU/year) and the project variant would save approximately 25 percent (reduced from 40,039,142 kBTU/year to 29,986,139 kBTU/year). With implementation of the energy conservation measures, the proposed project and project variant would meet and improve upon the Title 24 energy conservation standards.

On-site generation is not included in the above building energy use estimates and would further reduce regional energy demand associated with the proposed project or project variant. During operation, the estimated renewable energy output would be 1,315,626 kWh/year for solar photovoltaic systems and 2,084 MMBTU/year for solar hot water heaters. The roof area that would be allocated to solar equipment would be the same under the proposed project or project variant; therefore, the estimated renewable energy production for the proposed project and project variant would be the same.

The estimated annual electricity use associated with water supply, treatment, and distribution during operation of the proposed project would be approximately 111,430 kWh/year (approximately 138,915 kWh/year for the project variant). Mobile sources during operation of the proposed project would use approximately 73,660 gallons of diesel and 416,115 gallons of gasoline per year, based on an estimate of 9,957,096 annual VMT. The project variant would have a slightly higher energy use based on an estimate of 10,133,358 annual VMT, approximately 74,964 gallons of diesel and 423,481 gallons of gasoline per year.

Based on compliance with the Title 24 conservation standards of the California Code of Regulations and the assessment of the projected demand for energy resources, operation of the proposed project or project variant would not have a measurable effect on regional energy supplies or on peak energy demand resulting in a need for additional capacity. Natural gas and electric service would be provided to meet the needs of the project, as required by the California Public Utilities Commission, which obligates PG&E and the SFPUC to provide service to its existing and potential customers. PG&E and the SFPUC update their service projections in order to meet regional energy and water demand. Energy conservation and production measures in the proposed project would decrease overall energy consumption, decrease reliance on non-renewable energy sources, and increase reliance on renewable energy sources. The proposed project and project variant would also be consistent with San Francisco's greenhouse gas reduction strategy (see Section E.7, Greenhouse Gas Emissions). Furthermore, construction energy consumption would be a temporary energy expenditure and would not occur in an inefficient or wasteful manner.

In summary, construction and operation of the proposed project or project variant would not use energy resources in an inefficient or wasteful manner. Therefore, the proposed project or project variant would have a less-than-significant impact on energy resources, and no mitigation measures are required. This topic will not be discussed in the EIR.

**Impact C-ME-1: The proposed project or project variant, in combination with past, present, and reasonably foreseeable future projects, would not result in a cumulatively considerable contribution to cumulative impacts on mineral and energy resources. (*Less than Significant*)**

As discussed above under Impact ME-1, the project site is not a designated area of significant mineral deposits and does not have locally important mineral resource recovery sites. Since there are no designated areas of significant mineral deposits or locally important mineral resource recovery sites in the city, implementation of past, present, and reasonably foreseeable future development projects in the city would not affect any areas of significant mineral deposits or mineral resource recovery sites. Therefore, the proposed project or project variant would not contribute to any potential significant cumulative impacts on mineral resources.

The nearby cumulative projects within a quarter-mile radius of the project site (as identified in Section B, Project Setting and shown in Figure 36, on pp. 94-99) would be required by the building department to conform to current state and local energy conservation standards, including Title 24 of the California Code of Regulations and the San Francisco Green Building Code. Thus, cumulative development (including nearby transportation infrastructure or streetscape projects) would be required to adhere to all applicable rules and regulations associated with energy use during construction and operations and implement the latest energy conservation measures that discourage activities which result in the use of large amounts of fuel, water, or energy, or use these in a wasteful manner. As a result, the reasonably foreseeable future projects would not combine to cause a wasteful use of energy or other non-renewable natural resources, and the cumulative impact on energy resources would be less than significant.

An energy assessment with calculations for the proposed project's or project variant's estimated contribution to regional energy demand was prepared to support the analysis in this initial study.<sup>320</sup> While statewide efforts are being made to increase power supply and to encourage energy conservation, the project-generated demand for energy would be negligible in the context of overall demand within San Francisco, the greater Bay Area, and the state, and would not in and of itself require any expansion of power facilities. The city also plans to reduce greenhouse gas emissions to 40 percent below 1990 levels by the year 2025 and ultimately to 80 percent below 1990 levels by 2050, which would be achieved through a number of different strategies, including energy

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<sup>320</sup> SWCA, 3333 California Street Mixed-Use Project Energy Assessment and Calculations, Case No. 2015-014028ENV, April 12, 2018.

efficiency.<sup>321</sup> Despite a 19.5 percent growth in population and a 78 percent growth in gross domestic product (i.e. economic activity), San Francisco's 2015 GHG emission levels were 28.4 percent below 1990 levels, thus achieving a major reduction milestone of a 25 percent reduction by 2017, per San Francisco Board of Supervisors Ordinance 81-08.<sup>322</sup>

For these reasons, the proposed project or project variant, combined with past, present, and reasonably foreseeable future projects in the project vicinity, would not result in a significant cumulative impact on mineral and energy resources. No mitigation measures are necessary, and this topic will not be discussed in the EIR.

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
<b>17. AGRICULTURE AND FORESTRY RESOURCES:</b> In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.					
<b>—Would the project:</b>					
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<sup>321</sup> San Francisco established greenhouse gas emissions targets in section 902 of the environment code, as follows: by 2017, reduce greenhouse gas emissions by 25 percent below 1990 levels; by 2025, reduce greenhouse gas emissions by 40 percent below 1990 levels; and by 2050, reduce greenhouse gas emissions by 80 percent below 1990 levels.

<sup>322</sup> San Francisco Planning Department, 2017 Greenhouse Gas Reduction Strategy Update, July 2017, pp. 5-6, [http://sfmea.sfplanning.org/GHG/GHG\\_Strategy\\_October2017.pdf](http://sfmea.sfplanning.org/GHG/GHG_Strategy_October2017.pdf), accessed January 9, 2018.

The project site is located within an urbanized area and does not contain traditional or urban agricultural uses, and it is not zoned for such uses. The California Department of Conservation's Farmland Mapping and Monitoring Program identifies the project site as Urban and Built-Up Land, which is defined as "... land [that] is used for residential, industrial, commercial, institutional, public administrative purposes, railroad and other transportation yards, cemeteries, airports, golf courses, sanitary landfills, sewage treatment, water control structures, and other developed purposes."<sup>323</sup> Because the project site does not contain agricultural uses and is not zoned for such uses, the proposed project or project variant would not convert any prime farmland, or Farmland of Statewide Importance to non-agricultural use, and it would not conflict with existing zoning for agricultural use or a Williamson Act contract, nor would it involve any changes to the environment that could result in the conversion of farmland. Therefore, topics E.17(a), (b) and (e) are not applicable to the proposed project or project variant.

The project site does not contain forest land or timberland and is not zoned for such uses. Forest land is defined as "land that can support 10-percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits" (Public Resources Code section 12220(g)). Timberland is defined as "privately owned land, or land acquired for state forest purposes, which is devoted to and used for growing and harvesting timber, or for growing and harvesting timber and compatible uses, and which is capable of growing an average annual volume of wood fiber of at least 15 cubic feet per acre" (Government Code section 51104). Because the project site does not contain forest land or timberland and is not zoned for such uses, the proposed project or project variant would not convert any forest land or timberland to non-forest use, and it would not conflict with existing zoning for forest land or timberland use, nor would it involve any changes to the environment that could result in the conversion of forest land or timberland. Therefore, topics E.17(c) and (d) are not applicable to the proposed project or project variant.

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<sup>323</sup> California Department of Conservation, Division of Land Resource Protection, Farmland Mapping and Monitoring Program, San Francisco Bay Area Important Farmland 2012, September 2015, [ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/regional/2012/bay\\_area\\_2012\\_fmmp\\_base.pdf](ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/regional/2012/bay_area_2012_fmmp_base.pdf), accessed September 20, 2017.

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
<b>18. MANDATORY FINDINGS OF SIGNIFICANCE.—</b>					
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The discussion of biological resources in Section E.9 above shows that the proposed project or project variant would not significantly affect any habitats, plant or animal communities, or threatened or endangered species. The initial study has addressed cumulative impacts under each topic and supports a determination that for most topics the proposed project or project variant would not contribute considerably to significant cumulative impacts. The EIR will address potential impacts, including cumulative impacts, related to the environmental topics of Cultural Resources (historic architectural resources only), Transportation and Circulation, Noise, and Air Quality. These topics, along with Compatibility with Existing Zoning and Plans, will be evaluated in an EIR prepared for the proposed project and project variant.

## F. MITIGATION MEASURES AND IMPROVEMENT MEASURES

The following mitigation measures have been identified to reduce potentially significant environmental impacts resulting from the proposed project and project variant to less-than-significant levels.<sup>324</sup>

### MITIGATION MEASURES

#### **Mitigation Measure M-CR-2a: Archaeological Testing, Monitoring, Data Recovery and Reporting**

Based on a reasonable presumption that archaeological resources may be present within the project site, the following measures shall be undertaken to avoid any potentially significant adverse effect from the project on buried historical or prehistoric resources. The project sponsor shall retain the services of an archaeological consultant from rotation of the Department Qualified Archaeological Consultants List maintained by the Planning Department archaeologist. The project sponsor shall contact the Department archaeologist to obtain the names and contact information for the next three archaeological consultants on the qualified archaeological consultants list. The archaeological consultant shall undertake an archaeological testing program as specified in the Archaeological Research Design and Treatment Plan and outlined below. In addition, the consultant shall be available to conduct an archaeological monitoring program, as required pursuant to this measure. The archaeological consultant's work shall be conducted in accordance with this measure at the direction of the Environmental Review Officer (ERO). All plans and reports prepared by the consultant as specified herein shall be submitted first and directly to the ERO for review and comment, and shall be considered draft reports subject to revision until final approval by the ERO. Archaeological monitoring and/or testing programs required by this measure could suspend construction of the project for up to a maximum of four weeks. At the direction of the ERO, the suspension of construction can be extended beyond four weeks only if such a suspension is the only feasible means to reduce to a less than significant level potential effects on a significant archaeological resource as defined in CEQA Guidelines section 15064.5 (a) and (c).

#### Consultation with Descendant Communities

On discovery of an archaeological site<sup>325</sup> associated with descendant Native Americans, the Overseas Chinese, or other potentially interested descendant group, an appropriate representative<sup>326</sup> of the descendant group and the ERO shall be contacted. The representative of the descendant group shall be given the opportunity to monitor archaeological field investigations of the site and to consult with the ERO regarding appropriate archaeological treatment of the site, of recovered data from the site, and, if applicable, any interpretative treatment of the associated archaeological site per Mitigation

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<sup>324</sup> Agreement to Implement Mitigation Measures, Case No. 2015-014028ENV, 3333 California Street, March 28, 2018.

<sup>325</sup> The term "archaeological site" is intended here to minimally include any archaeological deposit, feature, burial, or evidence of burial.

<sup>326</sup> An "appropriate representative" of the descendant group is here defined to mean, in the case of Native Americans, any individual listed in the current Native American Contact List for the City and County of San Francisco maintained by the California Native American Heritage Commission and in the case of the Overseas Chinese, the Chinese Historical Society of America.



Measure M-CR-2b (below). A copy of the Final Archaeological Resources Report shall be provided to the representative of the descendant group.

#### Archaeological Testing Program

The archaeological consultant shall prepare and submit to the ERO for review and approval an archaeological testing plan (ATP) that tiers off the Archaeological Research Design and Treatment Plan. The purpose of the archaeological testing program will be to determine to the extent possible the presence or absence of archaeological resources and to identify and to evaluate whether any archaeological resource encountered on the site constitutes an historical resource under CEQA.

At the completion of the archaeological testing program, the archaeological consultant shall submit a written report of the findings to the ERO. If based on the archaeological testing program the archaeological consultant finds that significant archaeological resources may be present, the ERO in consultation with the archaeological consultant shall determine if additional measures are warranted. Additional measures that may be undertaken include additional archaeological testing, archaeological monitoring, and/or an archaeological data recovery program. If the ERO determines that a significant archaeological resource is present and that the resource could be adversely affected by the project, at the discretion of the project sponsor either:

- A) The project shall be redesigned so as to avoid any adverse effect on the significant archaeological resource; or
- B) A data recovery program shall be implemented, unless the ERO determines that the archaeological resource is of greater interpretive than research significance and that interpretive use of the resource is feasible.

#### Archaeological Monitoring Program

If the ERO in consultation with the archaeological consultant determines that an archaeological monitoring program (AMP) shall be implemented, the AMP would minimally include the following provisions:

- The archaeological consultant, project sponsor, and ERO shall meet and consult on the scope of the AMP prior to any project-related soils disturbing activities commencing. The ERO in consultation with the archaeological consultant shall determine what project activities shall be archaeologically monitored. A single AMP or multiple AMPs may be produced to address project phasing. In most cases, any soils-disturbing activities, such as demolition, foundation removal, excavation, grading, utilities installation, foundation work, driving of piles (foundation, shoring, etc.), site remediation, etc., shall require archaeological monitoring because of the risk these activities pose to potential archaeological resources and to their depositional context. The archaeological consultant shall advise all project contractors to be on the alert for evidence of the presence of the expected resource(s), of how to identify the evidence of the expected resource(s), and of the appropriate protocol in the event of apparent discovery of an archaeological resource;
- The archaeological monitor(s) shall be present on the project site according to a schedule agreed upon by the archaeological consultant and the ERO until the ERO has, in consultation with project archaeological consultant, determined that project construction activities could have no effects on significant archaeological deposits; and

- The archaeological monitor shall record and be authorized to collect soil samples and artifactual/ecofactual material as warranted for analysis.

If an intact archaeological deposit is encountered, all soils-disturbing activities in the vicinity of the deposit shall cease. The archaeological monitor shall be empowered to temporarily redirect demolition/excavation/pile driving/construction activities and equipment until the deposit is evaluated. If in the case of pile driving activity (foundation, shoring, etc.), the archaeological monitor has cause to believe that the pile driving activity may affect an archaeological resource, pile driving activity that may affect the archaeological resource shall be suspended until an appropriate evaluation of the resource has been made in consultation with the ERO. The archaeological consultant shall immediately notify the ERO of the encountered archaeological deposit. The archaeological consultant shall make a reasonable effort to assess the identity, integrity, and significance of the encountered archaeological deposit, and present the findings of this assessment to the ERO. If the ERO determines that a significant archaeological resource is present and that the resource could be adversely affected by the project, at the discretion of the project sponsor either:

- A) The project shall be redesigned so as to avoid any adverse effect on the significant archaeological resource; or
- B) A data recovery program shall be implemented, unless the ERO determines that the archaeological resource is of greater interpretive than research significance and that interpretive use of the resource is feasible.

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

#### Archaeological Data Recovery Program

If the ERO, in consultation with the archaeological consultant, determines that an archaeological data recovery program shall be implemented based on the presence of a significant resource, the archaeological data recovery program shall be conducted in accord with an archaeological data recovery plan (ADRP). No archaeological data recovery shall be undertaken without the prior approval of the ERO or the Planning Department archaeologist. The archaeological consultant, project sponsor, and ERO shall meet and consult on the scope of the ADRP prior to preparation of a draft ADRP. The archaeological consultant shall submit a draft ADRP to the ERO. The ADRP shall identify how the proposed data recovery program will preserve the significant information the archaeological resource is expected to contain. That is, the ADRP will identify what scientific/historical research questions are applicable to the expected resource, what data classes the resource is expected to possess, and how the expected data classes would address the applicable research questions. Data recovery, in general, shall be limited to the portions of the historical property that could be adversely affected by the proposed project. Destructive data recovery methods shall not be applied to portions of the archaeological resources if nondestructive methods are practical.

The scope of the ADRP shall include the following elements:

- *Field Methods and Procedures.* Descriptions of proposed field strategies, procedures, and operations.
- *Cataloguing and Laboratory Analysis.* Description of selected cataloguing system and artifact analysis procedures.

- *Discard and Deaccession Policy.* Description of and rationale for field and post-field discard and deaccession policies.
- *Interpretive Program.* Consideration of an onsite/offsite public interpretive program during the course of the archaeological data recovery program.
- *Security Measures.* Recommended security measures to protect the archaeological resource from vandalism, looting, and non-intentionally damaging activities.
- *Final Report.* Description of proposed report format and distribution of results.
- *Curation.* Description of the procedures and recommendations for the curation of any recovered data having potential research value, identification of appropriate curation facilities, and a summary of the accession policies of the curation facilities.

#### Human Remains and Associated or Unassociated Funerary Objects

The treatment of human remains and of associated or unassociated funerary objects discovered during any soils disturbing activity shall comply with applicable State and Federal laws. This shall include immediate notification of the ERO and the Medical Examiner of the City and County of San Francisco and in the event of the Medical Examiner's determination that the human remains are Native American remains, notification of the California State Native American Heritage Commission (NAHC) who shall appoint a Most Likely Descendant (MLD) (Public Resources Code section 5097.98). The archaeological consultant, project sponsor, ERO, and MLD shall make all reasonable efforts to develop an agreement for the treatment of, with appropriate dignity, human remains and associated or unassociated funerary objects (CEQA Guidelines section 15064.5(d)). The agreement shall take into consideration the appropriate excavation, removal, recordation, analysis, custodianship, curation, and final disposition of the human remains and associated or unassociated funerary objects. Nothing in existing State regulations or in this mitigation measure compels the project sponsor and the ERO to accept recommendations of an MLD. The archaeological consultant shall retain possession of any Native American human remains and associated or unassociated burial objects until completion of any scientific analyses of the human remains or objects as specified in the treatment agreement if such agreement has been made or, otherwise, as determined by the archaeological consultant and the ERO.

Treatment of historic-period human remains and of associated or unassociated funerary objects discovered during any soil-disturbing activity will additionally follow protocols laid out in the Archaeological Research Design and Treatment Plan, the ATP, and any agreement established between the project sponsor, Medical Examiner and the ERO.

#### Final Archaeological Resources Report

The archaeological consultant shall submit a Final Archaeological Resources Report (FARR) to the ERO that evaluates the historical significance of any discovered archaeological resource and describes the archaeological and historical research methods employed in the archaeological testing/monitoring/data recovery program(s) undertaken. Information that may put at risk any archaeological resource shall be provided in a separate removable insert within the FARR. The FARR may be submitted at the conclusion of all construction activities associated with the project.

Once approved by the ERO, copies of the FARR shall be distributed as follows: California Archaeological Site Survey Northwest Information Center (NWIC) shall receive one (1)

copy and the ERO shall receive a copy of the transmittal of the FARR to the NWIC. The Environmental Planning division of the Planning Department shall receive one bound, one unbound and one unlocked, searchable PDF copy on CD of the FARR along with copies of any formal site recordation forms (CA Department of Parks and Recreation [DPR] 523 series) and/or documentation for nomination to the National Register of Historic Places (National register)/California Register of Historical Resources (California register). In instances of high public interest in or the high interpretive value of the resource, the ERO may require a different final report content, format, and distribution than that presented above.

#### **Mitigation Measure M-CR-2b: Interpretation**

Based on a reasonable presumption that archaeological resources may be present within the project site, and to the extent that the potential significance of some such resources is premised on the California register Criteria 1 (Events), 2 (Persons), and/or 3 (Design/Construction), the following measure shall be undertaken to avoid any potentially significant adverse effect from the project on buried historical resources if significant archaeological resources are discovered.

The project sponsor shall implement an approved program for interpretation of significant archaeological resources. The project sponsor shall retain the services of a qualified archaeological consultant from the rotational qualified archaeological consultant list maintained by the Planning Department archaeologist having expertise in California urban historical and prehistoric archaeology. The archaeological consultant shall develop a feasible, resource-specific program for post-recovery interpretation of resources. The particular program for interpretation of artifacts that are encountered within the project site will depend upon the results of the data recovery program and will be the subject of continued discussion between the ERO, consulting archaeologist, and the project sponsor. Such a program may include, but is not limited to, any of the following (as outlined in the Archaeological Research Design and Treatment Plan): lectures, exhibits, websites, video documentaries, and preservation and display of archaeological materials. To the extent feasible, the interpretive program shall be part of a larger, coordinated public interpretation strategy for the project area.

The archaeological consultant's work shall be conducted at the direction of the ERO, and in consultation with the project sponsor. All plans and recommendations for interpretation by the consultant shall be submitted first and directly to the ERO for review and comment, and shall be considered draft reports subject to revision until final approval by the ERO.

#### **Mitigation Measure M-CR-4: Tribal Cultural Resources Interpretive Program**

If the Environmental Review Officer (ERO) determines that a significant archaeological resource is present, and if in consultation with the affiliated Native American tribal representatives, the ERO determines that the resource constitutes a tribal cultural resource (TCR) and that the resource could be adversely affected by the proposed project, the proposed project shall be redesigned so as to avoid any adverse effect on the significant tribal cultural resource, if feasible.

If the ERO, in consultation with the affiliated Native American tribal representatives and the project sponsor, determines that preservation-in-place of the tribal cultural resources is not a sufficient or feasible option, the project sponsor shall implement an interpretive program of the TCR in consultation with affiliated tribal representatives. An interpretive plan produced in consultation with the ERO and affiliated tribal representatives, at a minimum, and approved by the ERO would be required to guide the interpretive program.

The plan shall identify, as appropriate, proposed locations for installations or displays, the proposed content and materials of those displays or installation, the producers or artists of the displays or installation, and a long- term maintenance program. The interpretive program may include artist installations, preferably by local Native American artists, oral histories with local Native Americans, artifacts displays and interpretation, and educational panels or other informational displays.

**Mitigation Measure M-BI-1: Preconstruction Nesting Bird Surveys and Buffer Areas**

Nesting birds and their nests shall be protected during construction by implementation of the following measures for each construction phase:

- a. To the extent feasible, conduct initial activities including, but not limited to, vegetation removal, tree trimming or removal, ground disturbance, building demolition, site grading, and other construction activities which may compromise breeding birds or the success of their nests outside of the nesting season (January 15 through August 15).
- b. If construction during the bird nesting season cannot be fully avoided, a qualified wildlife biologist\* shall conduct pre-construction nesting surveys within 14 days prior to the start of construction or demolition at areas that have not been previously disturbed by project activities or after any construction breaks of 14 days or more. Surveys shall be performed for suitable habitat within 250 feet of the project site in order to locate any active nests of common bird species and within 500 feet of the project site to locate any active raptor (birds of prey) nests.
- c. If active nests are located during the preconstruction nesting bird surveys, a qualified biologist shall evaluate if the schedule of construction activities could affect the active nests and if so, the following measures would apply:
  - i. If construction is not likely to affect the active nest, construction may proceed without restriction; however, a qualified biologist shall regularly monitor the nest at a frequency determined appropriate for the surrounding construction activity to confirm there is no adverse effect. Spot-check monitoring frequency would be determined on a nest-by-nest basis considering the particular construction activity, duration, proximity to the nest, and physical barriers which may screen activity from the nest. The qualified biologist may revise his/her determination at any time during the nesting season in coordination with the Planning Department.
  - ii. If it is determined that construction may affect the active nest, the qualified biologist shall establish a no-disturbance buffer around the nest(s) and all project work shall halt within the buffer until a qualified biologist determines the nest is no longer in use. Typically, these buffer distances are 250 feet for passerines and 500 feet for raptors; however, the buffers may be adjusted if an obstruction, such as a building, is within line-of-sight between the nest and construction.
  - iii. Modifying nest buffer distances, allowing certain construction activities within the buffer, and/or modifying construction methods in proximity to active nests shall be done at the discretion of the qualified biologist and in coordination with the Planning Department, who would notify CDFW. Necessary actions to remove or relocate an active nest(s) shall be coordinated with the Planning Department and approved by CDFW.

- iv. Any work that must occur within established no-disturbance buffers around active nests shall be monitored by a qualified biologist. If adverse effects in response to project work within the buffer are observed and could compromise the nest, work within the no-disturbance buffer(s) shall halt until the nest occupants have fledged.
  - v. Any birds that begin nesting within the project area and survey buffers amid construction activities are assumed to be habituated to construction-related or similar noise and disturbance levels, so exclusion zones around nests may be reduced or eliminated in these cases as determined by the qualified biologist in coordination with the Planning Department, who would notify CDFW. Work may proceed around these active nests as long as the nests and their occupants are not directly impacted.
- d. In the event inactive nests are observed within or adjacent to the project site at anytime throughout the year, any removal or relocation of the inactive nests shall be at the discretion of the qualified biologist in coordination with the Planning Department, who would notify and seek approval from the CDFW, as appropriate. Work may proceed around these inactive nests.

\* Typical experience requirements for a “qualified biologist” include a minimum of four years of academic training and professional experience in biological sciences and related resource management activities, and a minimum of two years of experience conducting surveys for each species that may be present within the project area.

#### **Mitigation Measure M-GE-5: Inadvertent Discovery of Paleontological Resources.**

Before the start of any drilling or excavation activities, the project sponsor shall retain a qualified paleontologist, as defined by the Society of Vertebrate Paleontology, who is experienced in on-site construction worker training. The qualified paleontologist shall complete an institutional record and literature search and train all construction personnel who are involved with earthmoving activities, including the site superintendent, regarding the possibility of encountering fossils, the appearance and types of fossils that are likely to be seen during construction, and proper notification procedures should fossils be encountered. If potential vertebrate fossils are discovered by construction crews, all earthwork or other types of ground disturbance within 50 feet of the find shall stop immediately and the monitor shall notify the Environmental Review Officer. The fossil should be protected by an “exclusion zone” (an area approximately five feet around the discovery that is marked with caution tape to prevent damage to the fossil). Work shall not resume until a qualified professional paleontologist can assess the nature and importance of the find. Based on the scientific value or uniqueness of the find, the qualified paleontologist may record the find and allow work to continue, or recommend salvage and recovery of the fossil. The qualified paleontologist may also propose modifications to the stop-work radius based on the nature of the find, site geology, and the activities occurring on the site. If treatment and salvage is required, recommendations shall be consistent with Society of Vertebrate Paleontology’s 2010 Standard Procedures for the Assessment and Mitigation of Adverse Impacts to Paleontological Resources, and currently accepted scientific practice, and shall be subject to review and approval by the Environmental Review Officer. If required, treatment for fossil remains may include preparation and recovery of fossil materials so that they can be housed in an appropriate museum or university collection [e.g., the University of California Museum of Paleontology], and may also include preparation of a report for publication describing the finds. The Planning Department shall ensure that information on the nature, location, and depth of all finds is readily available to the scientific community through university curation or other appropriate means.

## **G. PUBLIC NOTICE AND COMMENT**

On September 20, 2017, the Planning Department mailed a Notice of Preparation of an Environmental Impact Report and Notice of Public Scoping Meeting to occupants of adjacent properties, property owners within 300 feet of the project site and other potentially interested parties, including neighborhood organizations that have requested such notice. A legal notice in the newspaper was also published on Wednesday September 20, 2017. The Planning Department held a public scoping meeting on October 16, 2017 to receive input on the scope of the environmental review for this project.<sup>327</sup> During the NOP review and comment period, a total of 54 comment letters, comment cards, and emails were submitted to the Planning Department and 28 speakers provided oral comments at the public scoping meeting.

The topics raised in the written and oral comments include, but are not limited to, the following environmental topics:

### Population and Housing

- concern about increased population on project site and effects on infrastructure

### Cultural Resources

- protection of historic architectural resources
- excavation and effects on archaeological resources and human remains

### Transportation and Circulation

- construction truck traffic and safety concerns, especially regarding Pine Street and Presidio Avenue
- traffic circulation impacts such as impacts from increased congestion along California and Laurel streets and Presidio Avenue
- traffic circulation and safety concerns on adjacent streets
- lack of transit infrastructure to accommodate projected growth on project site especially on Muni routes 1 California, 2 Clement, 3 Jackson, 43 Masonic on Presidio Avenue, California Street, and Walnut Street
- concerns related to traffic impacts of transportation network companies
- pedestrian safety concerns related to increased traffic
- concerns with onsite and offsite commercial and passenger loading spaces and ability to accommodate projected peak demand from the mix of uses
- effects of traffic and passenger loading demand on existing passenger loading zones along California Street and future loading zone on Laurel street

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<sup>327</sup> The public scoping meeting was held at the Jewish Community Center of San Francisco at 3200 California Street, San Francisco 94118 on a Monday between 6 p.m. and 8 p.m. A transcript of the proceedings is available as part of Case No. 2015-014028ENV.

- effects on emergency services especially the fire department, including changes to the roadways near the Presidio/Masonic/Pine intersection
- parking-related impacts such as loss of parking spaces
- cumulative construction transportation impacts

#### Noise and Vibration

- concern regarding the length of the construction period (from 7 years to up to 15 years) and the potential for combined construction- and operations-related noise impacts on nearby residents
- noise impacts from overlapping construction phases
- noise impacts on sensitive receptors
- noise impacts on JCCSF's rooftop and courtyard spaces
- noise and air quality impacts resulting from project-generated vehicle trips and programmed events and cumulative development
- need for long-term and short-term noise measurements to properly determine change from existing conditions
- cumulative noise impacts
- construction-related groundborne vibration impacts on buildings

#### Air Quality

- concern regarding the length of the construction period and the resulting air quality impacts on nearby residents
- air quality impacts from overlapping construction phases
- cumulative air quality impacts

#### Wind and Shadow

- wind and shadow impacts on public streets and sidewalks and on existing private open space and recreational facilities
- shadow impacts on existing residences surrounding the project site
- wind and shadow impacts on JCCSF's rooftop and courtyard spaces

#### Recreation

- loss of landscaped areas
- loss of open space at Euclid Avenue and Laurel Street and near Masonic and Presidio avenues

#### Biological Resources

- loss of mature onsite trees, such as the Redwood trees near Presidio and Masonic Avenue and the Cypress and Eucalyptus trees near California Street



- loss of landscaped space on the project site and the extent to which it would be replaced by the proposed project
- potential loss of areas that could contain rare or endangered plant seeds or rare or endangered plants relevant to the historical significance of the site

#### Utilities and Service Systems

- demand on regional water supply
- potential for adverse effects on storm drain capacity or flow

#### Public Services

- effects on police and fire department services

#### Geology and Soils

- excavation and other site grading activities and their effect on the topography of Laurel Hill
- ground settlement effects on adjacent buildings

#### Hazards and Hazardous Materials

- excavation of contaminated soils containing petroleum, PCBs, and other contaminants
- potential for airborne contamination from office building demolition
- excavation and effects of undiscovered human remains and contaminated soils on public health
- potential for contamination from leaking underground storage tanks
- chemical usage for water treatment

#### Mineral and Energy Resources

- demand on energy supplies and potential effects on utility service in the project vicinity especially during peak demand periods

#### Cumulative

- effects of the proposed project in combination with other cumulative development in the immediate neighborhood

#### Alternatives

- members of the neighborhood want a code-compliant alternative that only includes residential uses studied

Comments also expressed general concerns about the proposed project and the merits of the project. The topics raised in such comments include, but are not limited to, the following:

### Design and Aesthetics

- concern that the proposed project's architectural style, scale, mass, and choice of building materials would not be compatible with the neighborhood
- concern about glare impacts from glass facades
- concern about economic effects on local businesses caused by new commercial and office space
- concern about effects on sight lines and views

### Mix of Uses

- support for all-residential project
- support for elimination of office and retail uses from the proposed project
- concern about the increased residential density
- concern about changes to existing zoning, height limits, and land uses
- the proposed retail and office uses are not allowed under RM-1 zoning and Resolution 4109

### Construction Duration

- Concern that the construction period would place an intolerable burden on the neighborhood, particularly impacts from noise, air quality, traffic and circulation, parking, and hazardous waste removal

The topics raised in the comment letters have either been addressed in this initial study, or will be addressed in the Draft EIR. Comments expressing support for, or opposition to, the proposed project or project variant will be considered independently of the environmental review process by City decision-makers as part of their decision to approve, modify, or disapprove the proposed project.

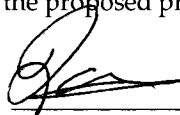
A Notice of Availability of this initial study was sent to owners and occupants of properties within 300 feet of the project site, neighborhood organizations, responsible and trustee agencies, and other interested parties on April 25, 2018. Publication of this initial study initiates a 30-day public review and comment period. Further comments on the scope of the environmental analysis to be considered in the EIR are welcomed, based on the content of the initial study. In order for your concerns to be considered fully, please submit your comments by 5:00 p.m. on **May 25, 2018**. Written comments on the information and analysis presented in this initial study should be submitted to Julie Moore, San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, CA 94103 or emailed to **Julie.Moore@sfgov.org**.

## H. DETERMINATION

On the basis of this Initial Study:

- ☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ☐ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☒ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- ☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, no further environmental documentation is required.

for



Lisa Gibson  
Environmental Review Officer  
for  
John Rahaim  
Director of Planning

DATE 4/25/18

## **I. INITIAL STUDY PREPARERS**

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## **APPENDIX A**

### **WATER SUPPLY ASSESSMENT FOR THE 3333 CALIFORNIA STREET PROJECT**







**AGENDA ITEM**  
**Public Utilities Commission**  
*City and County of San Francisco*



DEPARTMENT Water Enterprise AGENDA NO. 11  
MEETING DATE June 13, 2017

**Approve Water Supply Assessment:** Regular Calendar  
**Project Manager:** Paula Kehoe

**Approve Water Supply Assessment for the 3333 California Street Project**

<b>Summary of Proposed Commission Action:</b>	<b>Approve</b> the Water Supply Assessment (WSA) for the proposed 3333 California Street Project, pursuant to the State of California Water Code Section 10910 <i>et seq.</i> and California Environmental Quality Act (CEQA) Section 21151.9 and CEQA Guidelines Section 15155.
<b>Background:</b>	<p>Water Code Sections 10910-10915 provide a nexus between the regional land use planning process and the environmental review process. The law also reflects the growing awareness of the need to incorporate water supply and demand analysis at the earliest possible stage in the land use planning process. The core of this law is the requirement for a public water system to prepare a water supply assessment (WSA) of whether available water supplies are sufficient to serve the demand generated by projects of a specified size (“water demand projects”), as well as the reasonably foreseeable cumulative demand in the region over the next 20 years under a range of hydrologic conditions. The WSA is required within 90 days of the time the public water system receives a request for such assessment from the lead agency preparing an environmental impact report (EIR) or negative declaration under CEQA. The Planning Department, which carries out the City’s lead agency responsibilities under CEQA, is preparing an EIR for the proposed project and has identified the proposed project as a water demand project.</p> <p>The content of a WSA is specified by the Water Code and includes identification of any existing water supply entitlements or contracts, and detailed information about groundwater supplies. It assesses the adequacy of water supplies to serve the proposed project and cumulative demand.</p> <p>The WSA must be completed by the public water supplier that would serve the project and be approved by its governing body at a public meeting. Approval of a WSA is not approval of the development</p>

**APPROVAL:** \_\_\_\_\_

COMMISSION  
SECRETARY

Donna Hood

	<p>project for which the WSA is prepared. A WSA is an informational document required to be prepared for use in the City's environmental review of a project under CEQA.</p> <p>The attached WSA prepared by San Francisco Public Utilities Commission (SFPUC) staff analyzes the sufficiency of long-term water supplies to serve the proposed project and cumulative development and concludes that there are adequate short-term and long-term water supplies to provide water service to the Project in compliance with the State Water Code requirements.</p>
<b>Result of Inaction:</b>	A delay in approving this agenda item will result in the inability of the San Francisco Planning Department to complete the environmental review for the proposed 3333 California Street Project. Under CEQA Guidelines Section 15155, the SFPUC may, within 90 days of the request for the WSA from Planning, request a reasonable extension of time to complete the WSA.
<b>Description of Action:</b>	Approve the WSA for the proposed 3333 California Street Project, pursuant to the State of California Water Code 10910.
<b>Environmental Review:</b>	Approval of the WSA is not a project under CEQA as the WSA is an informational document prepared for the CEQA process and is not an approval of the Project.
<b>Recommendation:</b>	SFPUC staff recommends that the Commission adopt the resolution.
<b>Attachment:</b>	<ol style="list-style-type: none"> <li>1. Water Supply Assessment for the 3333 California Street Project</li> </ol>

# **PUBLIC UTILITIES COMMISSION**

City and County of San Francisco

RESOLUTION NO. \_\_\_\_\_

WHEREAS, Under the California Environmental Quality Act (CEQA) and State Water Code (Section 10910(g)(1)), the San Francisco Public Utilities Commission (SFPUC) is required to prepare and approve a Water Supply Assessment (WSA) for the 3333 California Street Project's cumulative water demands; and

WHEREAS, A WSA is an informational document that assesses the adequacy of water supplies to serve a project and is required to be prepared as part of the CEQA environmental review process; and

WHEREAS, As an informational document, approval of the WSA is not a project under CEQA and is not an approval of the 3333 California Street Project; and

WHEREAS, A WSA must be approved at a public meeting by the governing body of the public water supplier that would serve the project; and

WHEREAS, The SFPUC staff prepared a WSA for the 3333 California Street Project, which concluded that the SFPUC has adequate water supplies to meet the Project's water demands through 2040; now, therefore, be it

RESOLVED, This Commission approves the Water Supply Assessment for the 3333 California Street Project, pursuant to the State of California Water Code 10910(g).

*I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of June 13, 2017.*

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*Secretary, Public Utilities Commission*




# San Francisco Water Power Sewer

Services of the San Francisco Public Utilities Commission

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May 17, 2017

TO: Commissioner Anson Moran, President  
Commissioner Ike Kwon, Vice President  
Commissioner Ann Moller Caen  
Commissioner Francesca Vietor  
Commissioner Vince Courtney

THROUGH: Harlan L. Kelly, Jr., General Manager 

FROM: Steven R. Ritchie, Assistant General Manager, Water

RE: Water Supply Assessment for the 3333 California Street Project

## 1.0 Summary

### 1.1 Introduction

Under the Water Supply Assessment law (Sections 10910 through 10915 of the California Water Code), urban water suppliers like the San Francisco Public Utilities Commission (SFPUC) must furnish a Water Supply Assessment (WSA) to the city or county that has jurisdiction to approve the environmental documentation for certain qualifying projects (as defined in Water Code Section 10912 (a)) subject to the California Environmental Quality Act (CEQA). The WSA process typically relies on information contained in a water supplier's Urban Water Management Plan (UWMP), and involves answering specific questions related to the estimated water demand of the proposed project. This memo serves as the WSA for the proposed 3333 California Street Project ("proposed project"), for use in the preparation of an environmental impact report by the City and County of San Francisco Planning Department (case no. 2015.014028ENV, San Francisco Planning Department).

#### 1.1.1 2015 Urban Water Management Plan

The SFPUC's most current UWMP is the UWMP update for 2015, which was adopted in June 2016. The water demand projections in the UWMP incorporated 2012 Land Use Allocation (LUA 2012) housing and employment growth projections from the San Francisco Planning Department.

The WSA for a qualifying project within the SFPUC's retail service area may use information from the UWMP. Therefore, ***the 2015 UWMP is incorporated via references throughout this WSA shown in bold, italicized text.*** The UWMP may be accessed at [www.sfwater.org/uwmp](http://www.sfwater.org/uwmp).

#### 1.1.2 Basis for Requiring a WSA for the Proposed Project

The proposed project has not been the subject of a previous WSA, nor has it been part of a larger project for which a WSA was completed. The proposed project qualifies for preparation of a WSA under Water Code Section 10912(a) because it is a mixed-use residential development that includes more than 500 dwelling units. The proposed project is characterized further in Section 1.2.

Edwin M. Lee  
Mayor

Anson Moran  
President

Ike Kwon  
Vice President

Ann Moller Caen  
Commissioner

Francesca Vietor  
Commissioner

Vince Courtney  
Commissioner

Harlan L. Kelly, Jr.  
General Manager



### **1.1.3 Conclusion of this WSA**

In this WSA, the SFPUC concludes that there are adequate water supplies to serve the proposed project and cumulative retail water demands during normal years, single dry years, and multiple dry years over a 20-year planning horizon from 2020 through 2040. Additional information on supply sufficiency is provided in Section 4.2, Findings.

### **1.2 *Proposed Project Description***

The Prado Group, Inc. and SKS Partners, LLC are proposing to redevelop the 10.25-acre parcel at 3333 California Street in the northwest portion of San Francisco from an office and parking use to a mix of residential, retail, commercial office, child care, and parking uses. It is currently used as the University of California San Francisco (UCSF) Laurel Heights Campus and is developed with two structures, three surface parking lots, two circular garage ramp structures, internal roadways and landscaping or landscaped open space.

Overall, the proposed project would entail the removal of approximately 376,000 gross square feet (gsf) of office uses with approximately 49,999 gsf relocated to the proposed Walnut Building. The proposed project would include 558 dwelling units within 818,247 gsf of residential floor area. The proposed project would provide 49,999 gsf of commercial office floor area; 54,967 gsf of retail floor area; and a 14,620-gsf child care center use. Up to 898 vehicle parking spaces, including ten car share spaces, would be provided in multiple garages with up to three subterranean levels totaling approximately 435,767 gsf. Additionally, the proposed project would develop approximately 53 percent of the overall lot area (approximately 236,900 square feet – excluding green roofs) with a combination of public and private open spaces including: Euclid Park, Cypress Square, Mayfair Walk, and Walnut Walk.

The project sponsor is considering a variant to the proposed project, referred to as the Mixed-Use Senior Housing Variant. This variant would allow for the development of 744 dwelling units on the project site; an increase of 186 dwelling units over the number in the proposed project. The approximately 49,999 gsf of commercial office space in the proposed Walnut Building would be changed to a residential use. Overall, approximately 1,473,001 gsf of new and rehabilitated space, comprising approximately 972,167 gsf of residential floor area; approximately 47,407 gsf of ground floor retail spaces; and approximately 14,620 gsf of childcare center space would be developed under the variant. Up to 871 vehicle parking spaces, including ten car share spaces would be provided in multiple garages with up to three subterranean levels totaling approximately 438,807 gsf. Approximately 236,900 square feet of publicly accessible and private open space would be provided throughout the site. Under this variant, the footprints of the other proposed new buildings would not change.

Construction of the proposed project, or its variant, would be phased. The preliminary construction plan would include four overlapping construction phases and is subject to change. Project construction would commence in 2020 and would occur within a maximum development period of 10 years.

Further details on both the proposed project and the Mixed-Use Senior Housing Variant are provided in Attachment B. However, for the purpose of the WSA, only the Mixed-Use Senior Housing Variant is assessed for water supply as it would result in the most conservative water demand estimate and would encompass the demands estimated for the proposed project.

## **2.0 Water Supply**

This section reviews San Francisco's existing and planned water supplies.

### **2.1 Regional Water System**

See **Section 3.1 of the UWMP** for descriptions of the Regional Water System (RWS) and **Section 6.1 of the UWMP** for water rights held by City and County of San Francisco and the SFPUC Water System Improvement Program (WSIP).

### **2.2 Existing Retail Supplies**

Retail water supplies from the RWS are described in **Section 6.1 of the UWMP**.

Local groundwater supplies, including the Westside Groundwater Basin, Central Groundwater Sub Basin, and Sunol Filter Gallery Subsurface Diversions, are described in **Section 6.2.1 of the UWMP**.

Local recycled water supplies, including the Harding Park Recycled Water Project and Pacifica Recycled Water Project, are described in **Section 6.2.1 of the UWMP**.

### **2.3 Planned Retail Water Supply Sources**

The San Francisco Groundwater Supply Project is described in **Section 6.2.2 of the UWMP**.

The proposed Westside and Eastside Recycled Water Projects, as well as non-potable water supplies associated with onsite water systems implemented in compliance with San Francisco's Non-potable Water Ordinance (Health Code Chapter 12C), are also described in **Section 6.2.2 of the UWMP**.

### **2.4 Summary of Current and Future Retail Water Supplies**

A breakdown of water supply sources for meeting SFPUC retail water demand through 2040 in normal years is provided in **Section 6.2.5 of the UWMP**.

### **2.5 Dry-Year Water Supplies**

A description of dry-year supplies developed under WSIP is provided in **Section 7.2 of the UWMP**. Other water supply reliability projects and efforts that are currently underway or completed are described in **Section 7.4 of the UWMP**. A breakdown of water supply sources for meeting SFPUC retail water demand through 2040 in multiple dry years are provided in **Section 7.5 of the UWMP**. For a single dry year, the retail RWS allocation and, thus, the breakdown of water supply sources would be the same as those in a normal year.

## **3.0 Water Demand**

This section reviews the climatic and demographic factors that may affect San Francisco's water use, projected retail water demands, and the demand associated with the proposed project.

### **3.1 Climate**

San Francisco has a Mediterranean climate. Summers are cool and winters are mild with infrequent rainfall. Temperatures in the San Francisco area average 57 degrees Fahrenheit annually, ranging from the mid-40s in winter to the upper 60s in late summer. Strong onshore flow of wind in summer keeps the air cool, generating fog through September. The warmest temperatures generally occur in September and October. Rainfall in the San Francisco area averages about 22 inches per year and is generally confined to the "wet" season from late October to early May. Except for

occasional light drizzles from thick marine stratus clouds, summers are nearly completely dry. A summary of the temperature and rainfall data for the City of San Francisco is included in Table 1.

**Table 1: San Francisco Climate Summary**

Month	Average Maximum Temperature (°F)	Average Minimum Temperature (°F)	Average Monthly Rainfall (inches)
January	58.0	45.7	4.36
February	60.3	47.3	4.41
March	61.4	48.1	2.98
April	62.3	49.1	1.38
May	63.2	50.9	0.68
June	64.8	52.7	0.18
July	65.6	54.3	0.02
August	66.6	55.3	0.06
September	68.1	55.0	0.19
October	67.8	53.3	1.04
November	61.2	48.1	2.85
December	58.3	45.9	4.33
<b>Annual Average</b>	<b>63.3</b>	<b>50.6</b>	<b>22.45</b>
Source: Western Regional Climate Center ( <a href="http://www.wrcc.dri.edu">www.wrcc.dri.edu</a> ), 1981-2010 data from two San Francisco monitoring stations (Mission Dolores/SF#047772 and Richmond/SF#047767).			

### **3.2 Projected Growth**

Projections of population growth in the retail service area through 2040 are presented in **Section 3.2.2 of the UWMP**. The corresponding LUA 2012 projections for housing and employment in San Francisco, which are incorporated into the projected retail water demands, are provided in **Appendix E of the UWMP**.

### **3.3 Projected Retail Water Demands**

For the 2015 UWMP, the SFPUC developed a new set of models that incorporate socioeconomic factors to project retail demands through 2040. These models incorporate the latest housing and employment projections from LUA 2012. **See Section 4.1 of the UWMP** for tabulated retail water demand projections through 2040 and a description of the model methodology.

### **3.4 Proposed Project Water Demand**

Prado Group, Inc. and SKS Partners, LLC provided a memo describing the methods and assumptions used to estimate the water demand of the proposed project, along with the resulting demand (Attachment B). The SFPUC reviewed the memo to ensure that the methodology is appropriate for the types of proposed water uses, the assumptions are valid and thoroughly documented along with verifiable data sources, and a professional standard of care was used. The SFPUC concluded that the demand estimates are reasonable. Water demand associated with the proposed project over the 20-year planning horizon is shown in the following table.



**Table 2: Water Demand Based on Project Phasing**

Demand of Proposed Project (mgd)	2020	2025	2030	2035	2040
Potable Demand	–	0.050	0.053	0.053	0.053
Non-potable Demand	–	0.019	0.020	0.020	0.020
Total Demand	–	0.069	0.073	0.073	0.073
mgd = million gallons per day  <b>Notes:</b> Construction would occur over four overlapping phases commencing in 2020 (subject to change). Phases 1 is estimated to be completed in 2022, Phase 2 in 2023, Phase 3 in 2025, and Phase 4 in 2027.  The estimates above reflect the Mixed-Use Senior Housing Variant. Water demand estimates for the proposed project are slightly lower and are provided in Attachment B.					

The San Francisco Planning Department has determined that the proposed project is encompassed within the projections presented in LUA 2012 as indicated in the letter from the Planning Department to the SFPUC (Attachment A). Therefore, the demand of the proposed project is also encompassed within the San Francisco retail water demands that are presented in **Section 4.1 of the UWMP**, which considers retail water demand based on the LUA 2012 projections. The following table shows the demand of the proposed project relative to total retail demand.

**Table 3: Proposed Project Demand Relative to Total Retail Demand**

	2020	2025	2030	2035	2040
Total Retail Demand (mgd) <sup>1</sup>	77.5	79.0	82.3	85.9	89.9
Total Demand of Proposed Project (mgd)	–	0.069	0.073	0.073	0.073
Portion of Total Retail Demand <sup>2</sup>	–	0.09%	0.09%	0.08%	0.08%
<b>Notes:</b> 1. Retail water demands per <b>Table 4-1 of the UWMP</b> . 2. The proposed project is accounted for in the LUA 2012 projections and subsequent retail water demand projections.					

## 4.0 Conclusion

### 4.1 Comparison of Projected Supply and Demand

**Section 7.5 of the UWMP** compares the SFPUC's retail water supplies and demands through 2040 during normal year, single dry-, and multiple dry-year periods. See Table 4, below, which is adapted from the UWMP (Table 7-4). As explained previously in Section 3.4, water demands associated with the proposed project are already captured in the retail demand projections presented in the UWMP. The proposed project is expected to represent up to 0.09 percent of the total retail water demand.

**Table 4: Projected Supply and Demand Comparison (mgd)**

		Normal Year	Single Dry Year <sup>1</sup>	Multiple Dry Years		
				Year 1 <sup>1</sup>	Year 2 <sup>2</sup>	Year 3 <sup>2</sup>
2020	Total Retail Demand <sup>3</sup>	77.5	77.5	77.5	77.5	77.5
	Total Retail Supply <sup>4</sup>	77.5	77.5	77.5	77.5	77.5
	Surplus/(Deficit)	0	0	0	0	0
2025	Total Retail Demand <sup>3</sup>	79.0	79.0	79.0	79.0	79.0
	Total Retail Supply <sup>4</sup>	79.0	79.0	79.0	79.0	79.0
	Surplus/(Deficit)	0	0	0	0	0
2030	Total Retail Demand <sup>3</sup>	82.3	82.3	82.3	82.3	82.3
	Total Retail Supply <sup>4</sup>	82.3	82.3	82.3	82.3	82.3
	Surplus/(Deficit)	0	0	0	0	0
2035	Total Retail Demand <sup>3</sup>	85.9	85.9	85.9	85.9	85.9
	Total Retail Supply <sup>4</sup>	85.9	85.9	85.9	85.9	85.9
	Surplus/(Deficit)	0	0	0	0	0
2040	Total Retail Demand <sup>3</sup>	89.9	89.9	89.9	89.9	89.9
	Total Retail Supply <sup>4</sup>	89.9	89.9	89.9	88.8	88.8
	Surplus/(Deficit)	0	0	0	(1.1)	(1.1)
<b>Notes:</b> 1. During a single dry year and multiple dry year 1, a system-wide shortage of 10% is in effect. Under the Water Shortage Allocation Plan (WSAP), the retail supply allocation at this stage of shortage is 36.0% of available RWS supply, or 85.9 mgd. However, due to the Phased WSIP Variant, only 81 mgd of RWS supply can be delivered. RWS supply is capped at this amount. 2. During multiple dry years 2 and 3, a system-wide shortage of 20% is in effect. Under the WSAP, the retail supply allocation at this stage of shortage is 37.5% of available RWS supply, or 79.5 mgd. RWS supply is capped at this amount. 3. Total retail demands correspond to those in <b>Table 4-1 of the UWMP</b> , and reflect both passive and active conservation, as well as water loss. 4. Total retail supplies correspond to those in <b>Table 6-7 of the UWMP</b> . Procedures for RWS allocations and the WSAP are described in <b>Section 8.3 of the UWMP</b> . Groundwater and recycled water are assumed to be used before RWS supplies to meet retail demand. However, if groundwater and recycled water supplies are not available, up to 81 mgd, or the corresponding capped amount in dry years, of RWS supply could be used.						

The LUA 2012 projections result in a retail demand in 2035 of 85.9 mgd, which represents a 5.0 mgd, or 6 percent, increase over the 2035 demand projected in the 2010 UWMP. The ability to meet the demand of the retail customers is in large part due to development of 10 mgd of local WSIP supplies, including conservation, groundwater, and recycled water. These supplies are anticipated to be fully implemented over the next 10 to 15 years.

If planned future water supply projects (i.e., San Francisco Groundwater Supply Project, Westside Recycled Water Project, Eastside Recycled Water Project, and onsite non-potable supplies) are not implemented, normal-year supplies may not be enough to meet projected retail demands. To balance any water supply deficits during normal years, the SFPUC may import additional water from the RWS beyond the retail allocation of 81 mgd, with mitigation implemented by the SFPUC and potential environmental surcharges if RWS deliveries exceed the 265 mgd interim supply limitation.

If dry-year supply projects (i.e., Calaveras Dam Replacement Project, Lower Crystal Springs Dam Improvements Project, Alameda Creek Recapture, Regional

Groundwater Storage and Recovery Project, and water transfers) are not implemented, existing dry year supplies may not be enough to meet projected retail demands. To balance any water supply deficits during dry years, the SFPUC may reduce system deliveries and impose customer rationing.

The SFPUC remains committed to meeting the level of service goals and objectives outlined under WSIP. In addition, the SFPUC continues to explore other future supplies, including:

- Development of additional conservation and recycling.
- Development of additional groundwater supplies.
- Securing of additional water transfer volumes.
- Increasing Tuolumne River supply.

## **4.2 Findings**

Regarding the availability of water supplies to serve the proposed project beginning in 2022, the SFPUC finds, based on the entire record before it, as follows:

- During normal years, single dry years, and multiple dry years, the SFPUC has sufficient water supplies to serve the proposed project.
- With the addition of planned retail supplies, the SFPUC has sufficient water supplies available to serve its retail customers, including the demands of the proposed project, existing customers, and foreseeable future development.

Approval of this WSA by the Commission is not equivalent to approval of the development project for which the WSA is prepared. A WSA is an informational document required to be prepared for use in the City's environmental review of a project under CEQA. It assesses the adequacy of water supplies to serve the proposed project and cumulative demand.

Furthermore, this WSA is not a "will serve" letter and does not verify the adequacy of existing distribution system capacity to serve the proposed project. A "will serve" letter and/or hydraulic analysis must be requested separately from the SFPUC City Distribution Division to verify hydraulic capacity.

If there are any questions or concerns, please contact Steve Ritchie at (415) 934-5736 or [SRitchie@sfwater.org](mailto:SRitchie@sfwater.org).

## **Attachment A –**

**Communications from San Francisco Planning Department**



# SAN FRANCISCO PLANNING DEPARTMENT

**MEMO**

**DATE:** June 13, 2013

**TO:** SF Planning EP Planners & SFPUC Planners

**FROM:** Scott T. Edmondson, AICP; Aksel Olsen

**RE:** Project Types Represented in the Land Use Allocation

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This Memorandum explains the Planning Department's Land Use Allocation (LUA) and the types of projects included in the LUA. The 2012 LUA is the most recent update and uses the Association of Bay Area Governments' (ABAG) May 2012 Jobs-Housing Connection Scenario. As this memorandum explains, the Planning Department expects that the LUA will encompass the vast majority of development proposals that project sponsors will present to the Planning Department. This memorandum also identifies possible unusual circumstances under which EP Planners and the SF PUC Planners may want to consult further with the Planning Department's Information and Analysis Group to determine whether a project is encompassed within the LUA.

## **ABAG's Projections of San Francisco's Economic Growth and the LUA**

The LUA takes ABAG's 30-year projections of citywide household and job growth and allocates them to smaller geographic units, in this case, the traffic analysis zones of the SF Transportation Authority's Countywide Transportation Model. Thus, the LUA does not project growth but simply allocates ABAG's growth projections to subarea locations within the city. The current 2012 LUA uses ABAG's Jobs-Housing Connection Scenario projections for San Francisco and covers the period from 2010 to 2040; these projections were released in May 2012 and are represented in five-year increments.

ABAG derives its demographic and economic growth projections from assumptions about long-term demographic and economic growth.<sup>1</sup> ABAG maintains its own set of regional models and develops each forecast with its in-house experts and private economic consultants.<sup>2</sup> The forecasting is informed by the best information and assumptions available through federal and State agencies, such as the State Department of Finance, and private sources. However, ABAG develops its forecast based on local knowledge from over 50 years of forecasting and develops the forecast to reflect local conditions in contrast to more general forecasting assumptions of State or federal sources. ABAG's estimate of total citywide growth for the 30-year period is expected to best represent actual growth at the end of the 30-year period. However, projected growth for any portion of the projection period, such as growth in a one-year or a five-year period, would be expected to vary from actual growth in such periods. Within the 30-year growth projection period, higher than average growth periods could be followed by lower than average growth periods such that growth over the period would ultimately equal the projected 30-year

total. All projection methodologies make assumptions based on the best available information at the time. To minimize the effects of imprecision intrinsic to any projections methodology when used in for planning decisions, ABAG follows professional best practices and updates its projections every two years. Accordingly, the Planning Department updates its LUA every two years. The planning practice of frequently updating projections and plans allows the incorporation of new information over time to provide for the most up-to-date projections.

The SFPUC updates its Urban Water Management Plan (UWMP) every five years. The UWMP typically relies on LUA projections or similar information. But, because the LUA is updated every two years, the SFPUC may want to review the LUA issued within SFPUC's 5-year UWMP cycle; and if it varies in a significant way from the SFPUC's projections used in its UWMP, discuss with Planning whether it should make any changes in its own water supply needs assessment during an UWMP cycle.

### **Types of Projects Included in the LUA**

The LUA translates ABAG's projected household and job growth into total expected development in San Francisco over a 30-year period. The LUA translates ABAG's household growth into residential housing units and ABAG's job growth into commercial space.<sup>3</sup> Thus, the LUA projections of housing units and commercial space include all project types expected from San Francisco growth, such as housing, office, retail, production-distribution-repair (PDR), visitor, and cultural-institutional-educational (CIE). The LUA does not exclude any project type or potential growth. As such, the LUA and the ABAG economic projections upon which it is based contain the best estimates available of reasonably foreseeable growth and development in San Francisco over a 30-year period.

### **Unusual Circumstances**

The LUA can be considered to include all reasonably expected growth and development and it is frequently updated to correct for expected variations. Nevertheless, there are possible unusual circumstances under which the EP Planners or SFPUC Planners may want to request further Planning Department consultation with the Information and Analysis Group to determine if a particular project falls within the LUA. ABAG's projections and the Department's LUA take into account urban economic trends and based on that information capture all reasonably foreseeable growth in San Francisco. Limited capital and aggregate demand of any urban economy constrains growth. However, occasionally the reality or perception may arise that a project lies outside the normal growth constraints of the San Francisco economy for some reason, and therefore lies outside ABAG's projection's and the Department's current spatial allocation in its LUA.

One can envision the rare case of a project arising outside the City's economy (demand and capital) from an organization not located in San Francisco using nonprofit foundation funds or private donations to construct a large institutional project in San Francisco, such as a major hospital, a university, or an office complex. These projects would represent spending and demand beyond that normally active in the San Francisco economy, and therefore represent net additions to projected growth beyond that captured by ABAG's projections and reflected in the Department's LUA. Indicative characteristics of such projects

would include those with non-local sponsors, of large size, and for an institutional land use. Alternatively, very large project proposals from local project sponsors active in the SF economy involving a large site, land assembly, a planned unit development (PUDs), master plans, or area plan and rezoning proposals may warrant individual assessment for a range of reasons even though they are likely captured in ABAG's projections and the LUA. Such projects would be similar to recent projects such as Hunters Point/Candlestick, Park Merced, Treasure Island, Pier 70 Master Plan, Eastern Neighborhoods, or the Transit Center District Plan.

The bi-annual update of ABAG's projections and the LUA would be able to capture development associated with such projects. However, should such a project be proposed between updates, the EP Planners and SFPUC could treat its appearance as sufficient cause to request the Planning Department's assistance in determining whether to consider the project outside the latest LUA projections.

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<sup>1</sup> Please see ABAG's summary of its research and forecasting on its website: <http://www.abag.ca.gov/planning/research/index.html>

<sup>2</sup> ABAG describes its current Jobs-Housing Scenario policy-based forecast here: [http://onebayarea.org/pdf/IHCS/May\\_2012\\_Jobs\\_Housing\\_Connection\\_Strategy\\_Appendices\\_Low\\_Res.pdf](http://onebayarea.org/pdf/IHCS/May_2012_Jobs_Housing_Connection_Strategy_Appendices_Low_Res.pdf).

<sup>3</sup> The LUA citywide totals only differ slightly, up to within one percent of ABAG totals (+/-). The difference is produced by LUA's complex method of translating ABAG projections into development (residential units and commercial space) and allocating total citywide growth to subarea locations. The minor difference between the LUA and ABAG citywide totals is real in absolute terms, but not in the sense that they are different projections. The one percent difference does not constitute a difference of projections. ABAG and MTC consider variation of one percent in citywide totals, plus or minus, as sufficiently representing ABAG's projections for consistency with the MTC regional projections and modeling purposes (congestion management, etc.). Even if a few versions of the LUA must be done to make minor subarea spatial allocation corrections, as long as the LUA's citywide totals are within one percent of ABAG's projections, and ABAG's projections have not changed, the LUA citywide totals have not effectively changed either. Any of those LUA versions' citywide totals fully represent the same unchanged ABAG projection totals.

## **Attachment B –**

### **3333 California Street Project Demand Memo**





# SAN FRANCISCO PLANNING DEPARTMENT

**MEMO**

**DATE:** May 2, 2017  
**TO:** Fan Lau, SFPUC  
**FROM:** Chris Thomas, Environmental Planning  
**CC:** Deborah Dwyer, Environmental Planning  
**RE:** 3333 California Street Project Water Supply Assessment Request  
(Planning Department Case No. 2015-014028ENV)

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

Reception:  
**415.558.6378**

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**415.558.6409**

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Information:  
**415.558.6377**

The purpose of this memorandum is to request that the San Francisco Public Utilities Commission (SFPUC) prepare a Water Supply Assessment (WSA) for the proposed 3333 California Street mixed-use residential project, in compliance with CEQA Guidelines Section 15155 and Sections 10910 through 10915 of the California Water Code. As indicated in the attached request for a Water Supply Assessment, two projects are currently under consideration: the proposed project which includes 558 dwelling units and the Senior Housing Variant which includes a total of 744 dwelling units. As indicated, both developments would also include commercial office, retail, day care and open space components.

The project sponsor has provided project information intended to meet the requirements outlined in the SFPUC guidance memo dated September 6, 2016. The project is proposed to be constructed in four phases over a 10 year period. A summary of the project description, proposed average daily water demands, and supporting tables prepared by the project sponsor's consultant (based on the SFPUC Non-Potable Water Calculator Version 5.3), are attached. Non-Potable Water Calculator spreadsheets for both the proposed project and the Senior Housing Variant are also attached.

Should you have questions or need additional information from the Planning Department or the project sponsor, please contact me at 415-575-9036 or [christopher.thomas@sfgov.org](mailto:christopher.thomas@sfgov.org).



Updated April 28, 2017

Chris Thomas  
SFPUC: Water Resources Division  
Non-Potable Program  
525 Golden Gate Ave, 10<sup>th</sup> Floor  
San Francisco, CA 94102  
christopher.thomas@sfgov.org  
Phone: 415-575-9036

*Via Email*

Re: 3333 California Street  
**Case File No. 2015.014028ENV**

Water Supply Assessment

Dear Mr. Thomas,

The proposed redevelopment project at 3333 California Street (Block 1032 and Lot 003) is currently undergoing Environmental Review (Environmental Planner Debra Dwyer). We appreciate your review of the attached submission to ensure that the SFPUC has the necessary supporting documentation for the WSA, and it is in the proper format. We have revised the information herein based on Fan Lau's initial comments.

## **PROJECT DESCRIPTION**

The Proposed Project would redevelop the 10.25-acre parcel at 3333 California Street in the northwest portion of San Francisco from an office and parking use to a mix of residential, retail, commercial office, child care, and parking uses. It is currently used as the University of California San Francisco (UCSF) Laurel Heights Campus and is developed with two structures, three surface parking lots, two circular garage ramp structures, internal roadways and landscaping or landscaped open space.

The Proposed Project would entail the demolition of the existing one-story annex building at the corner of California and Laurel Streets (northwest corner of the site), the demolition of the existing surface parking lots and circular garage ramp structures, and the partial demolition (approximately 49 percent) of the existing office building located at the center of the project site. The remaining portion of the existing office building would be divided into two separate residential buildings, Center Building A and Center Building B, with a two-story addition atop Center Building A and a two- to three-story addition above Center Building

B. The Proposed Project would also include the construction of 13 new buildings along the California Street, Masonic Avenue, Euclid Avenue, and Laurel Street edges:

- Two (2) four- to five-story mixed use residential buildings with ground floor retail along California Street between Laurel and Walnut Streets (the Plaza A and Plaza B Buildings);
- One (1) three-story mixed use (ground floor retail and child care) with commercial office building along California Street east of Walnut Street (the Walnut Building);
- Two (2) four- to six-story mixed use buildings along Masonic and Euclid Avenues (the Masonic and Euclid Buildings);
- Seven (7) three- to four-story townhomes along Laurel Street (the Laurel Duplexes); and
- One (1) four-story residential building near the Laurel Street and Mayfair Drive intersection (the Mayfair Building).

Overall, the Proposed Project would entail the removal of approximately 376,000 gross square feet of office uses with approximately 49,999 gsf relocated to the proposed Walnut Building. Table 1 provides a summary of the proposed changes.<sup>1</sup> As noted below, the Proposed Project would include 558 dwelling units within 818,247 gross square feet of residential floor area. The Proposed Project would provide 49,999 gross square feet of commercial office floor area; 54,967 gross square feet of retail floor area; and a 14,620-gross-square-foot child care center use. Up to 898 vehicle parking spaces, including ten car share spaces, would be provided in multiple garages with up to three subterranean levels totaling approximately 435,767 gsf. Estimated occupancy totals for the proposed uses were calculated using the occupant density defaults from the SFPUC Nonpotable Calculator Spreadsheet, with the exception of Phase 1 and 2 residential, which was estimated at 2.25 people/unit rather than the default value of 2.01 people/unit based on unit type mix. The total estimated occupancy counts are shown in Table 3. Additionally, the Proposed Project would develop approximately 53 percent of the overall lot area (approximately 236,900 square feet – excluding green roofs) with a combination of public and private open spaces including: Euclid Park, Cypress Square, Mayfair Walk, and Walnut Walk. The Proposed Project would also widen the adjacent sidewalks to meet the requirements of the *Better Streets Plan* and include other improvements as part of a series of proposed streetscape changes.

**Table 1: Project Summary**

<b>Project Features</b>	<b>Existing</b>	<b>Existing to Be Retained</b>	<b>New Construction</b>	<b>Proposed Totals</b>
Dwelling Units	--	--	558	<b>558</b>
Number of Buildings	2	1	13	<b>14</b>
Open Space	Yes	--	236,900 square feet	<b>236,900 square feet</b>
Parking Spaces	543 <sup>a</sup>	543	355	<b>898</b>
Loading Spaces	5	--	6	<b>6</b>
Bicycle Spaces	15	--	659	<b>659</b>

<sup>1</sup> Square footages presented are approximate.

Existing Use	Existing Gross Square Footage	Existing Uses to Be Retained (gsf)	New Construction / Additions (gsf)	Proposed Project Totals (gsf)
Office				
Office to Residential	376,000 <sup>b</sup>	205,356 <sup>c</sup>	612,891 <sup>d</sup>	<b>818,247</b>
Office to Office		--	49,999 <sup>e</sup>	<b>49,999</b>
Retail	--	--	54,967 <sup>f</sup>	<b>54,967</b>
Child Care	--	--	14,620 <sup>g</sup>	<b>14,620</b>
Structured Parking <sup>h</sup>	93,000	93,000	342,767	<b>435,767</b>
<b>Total gsf</b>	<b>469,000</b>	<b>298,356</b>	<b>1,075,244</b>	<b>1,373,600</b>
<b>Notes:</b> <sup>a</sup> Surface (331) and garage (212) parking spaces. <sup>b</sup> Total includes 349,500 gsf of office uses in the existing office building (Floors 1 through 4 and Basement Level 1), 12,500 gsf of non-office uses (storage areas) on Basement Levels 1 through 3 of the existing office building, and the 14,000-gsf annex building. <sup>c</sup> Existing office building would be retained and adaptively reused as two separate residential buildings, and the annex building would be demolished. <sup>d</sup> Includes the additions to the adaptively reused office building and new residential uses along California Street, Masonic Avenue, Euclid Avenue, and Laurel Street. <sup>e</sup> Existing office uses would be relocated to the proposed Walnut Building. <sup>f</sup> New retail uses would be developed at the ground floor of the proposed Plaza A, Plaza B, Walnut, and Euclid Buildings. <sup>g</sup> New child care uses would be developed in the proposed Walnut Building. <sup>h</sup> The existing three-level, partially below-grade parking garage under the eastern portion of the existing office building would be reconstructed as part of the proposed California Street Garage under the proposed Plaza A, Plaza B, and Walnut Buildings as well as the adaptively-reused Center Building B. New below-grade parking would be developed under the proposed Masonic and Euclid Buildings, the proposed Laurel Duplexes, and the proposed Mayfair Building.				

**Table 2: Project Unit Types**

<b>PROJECT TOTALS</b>	Building	JR	1-BED	2-BED	3-BED	4-BED or PH	TOTAL
	Plaza A	18	22	23	4	0	67
	Plaza B	9	21	25	6	0	61
	Walnut	0	0	0	0	0	0
	Center Bldg A	0	24	11	10	6	51
	Center Bldg B	0	49	51	30	9	139
	Masonic	0	27	24	10	0	61
	Euclid	0	50	52	33	0	135
	Laurel Duplexes	0	0	2	0	12	14
	Mayfair	0	13	8	9	0	30
	<b>Total</b>	<b>27</b>	<b>206</b>	<b>196</b>	<b>102</b>	<b>27</b>	<b>558</b>
		5%	37%	35%	18%	5%	100%

**Table 3: Proposed Project Estimated Occupancies**

	Estimated Residents	Estimated Nonresidential FTE Occupancy (including visitors)	Total
Phase 1 (est 2022)	441	41	482
Phase 2 (est 2023)	428	0	428
Phase 3 (est 2025)	257	878	1,135
Phase 4 (est 2027)	88	0	88
Full Buildout	1,214	918	2,133

**PROJECT DESCRIPTION: MIXED USE SENIOR HOUSING VARIANT**

The project sponsor is considering a variant to the Proposed Project, referred to as the Mixed-Use Senior Housing Variant (“variant”). This variant would allow for the development of 744 dwelling units on the project site; an increase of 186 dwelling units over the number in the Proposed Project. Under this variant, the approximately 49,999 gsf of commercial office space in the proposed Walnut Building would be changed to a residential use. In this variant, the Walnut Building would be comprised of 153,920 gsf of residential use, 18,800 gsf of retail use, 180,800 gsf of below grade garage and retain the 14,620 gsf of childcare use. The total Walnut Building in the variant would be 368,140 gsf.

Overall, approximately 1,473,001 gsf of new and rehabilitated space, comprising approximately 972,167 gsf of residential floor area; approximately 47,407 gsf of ground floor retail spaces; and approximately 14,620 gsf of childcare center space would be developed under the Mixed-Use Senior Housing Variant. Up to 871 vehicle parking spaces, including ten car share spaces would be provided in multiple garages with up to three subterranean levels totaling approximately 438,807 gsf. Approximately 236,900 square feet of publicly accessible and private open space would be provided throughout the site. Under this variant the footprints of the other proposed new buildings would not change.

**Table 4: Variant Project Summary**

VARIANT AREAS	Bldg	Residential Gross SF	Retail Gross SF	Commercial Gross SF	Childcare Gross SF	Garage Gross SF	TOTAL GSF
	Plaza A	66,025	12,470	0	0	60,060	138,555
	Plaza B	72,220	11,850	0	0	67,820	151,890
	Walnut	153,920	18,800	0	14,620	180,800	368,140
	Center Bldg A	89,465	0	0	0	0	89,465
	Center Bldg B	230,928	0	0	0	23,227	254,155
	Masonic	87,168	0	0	0	35,986	123,154
	Euclid	178,847	4,287	0	0	51,991	235,125
	Laurel Duplexes	49,974	0	0	0	3,720	53,694
	Mayfair	43,620	0	0	0	15,203	58,823
	Total	972,167	47,407	0	14,620	438,807	1,473,001

**Table 5: Variant Project Unit Types**

<b>VARIANT UNITS</b>	<b>Level</b>	<b>JR</b>	<b>1-BED</b>	<b>2-BED</b>	<b>3-BED</b>	<b>4-BED</b>	<b>TOTAL</b>
	Plaza A	18	22	23	4	0	67
	Plaza B	9	21	25	6	0	61
	Walnut	0	185	1	0	0	186
	Center Bldg A	0	24	11	10	6	51
	Center Bldg B	0	49	51	30	9	139
	Masonic	0	27	24	10	0	61
	Euclid	0	50	52	33	0	135
	Laurel Duplexes	0	0	2	0	12	14
	Mayfair	0	13	8	9	0	30
	<b>Total</b>	<b>27</b>	<b>391</b>	<b>197</b>	<b>102</b>	<b>27</b>	<b>744</b>

**Table 6: Variant Estimated Occupancies**

	<b>Estimated Residents</b>	<b>Estimated Nonresidential FTE Occupancy (including visitors)</b>	<b>Total</b>
<b>Phase 1 (est 2022)</b>	441	41	482
<b>Phase 2 (est 2023)</b>	428	0	428
<b>Phase 3 (est 2025)</b>	631	599	1230
<b>Phase 4 (est 2027)</b>	88	0	88
<b>Full Buildout</b>	1,588	640	2228

## PROPOSED INTEGRATED WATER MANAGEMENT APPROACH

The proposed water management approach would be applicable to both the Proposed Project and its variant and is briefly described below. The Proposed Project and its variant would comply with the requirements of City and County of San Francisco ordinances related to water conservation and resources, as applicable, including the San Francisco Green Building Ordinance, the Stormwater Management Ordinance, and the Alternate Water Supplies/Reuse Ordinance, as well as the Water Efficient Irrigation, Residential Water Conservation, and Commercial Water Conservation Ordinances.

### *Water Conservation*

The project site is served by San Francisco's water supply system. To reduce the use of potable water on a per-unit basis, the Proposed Project would provide high-efficiency fixtures and appliances in new and existing buildings. Water wise landscaping will be employed. Nonpotable demands are intended to be met by collected rainwater and greywater treated onsite. The garage is assumed to be washed down quarterly with water-efficient waterbrooms or equivalent. The site is projected to use about 1/3 less water than a comparable development that meets the stringent CALGreen Code.

### *Stormwater and Wastewater*

The project site is served by San Francisco's combined sewer system and is subject to the City's stormwater management requirements. The Proposed Project would reduce loading on the neighborhood stormwater infrastructure by collecting rainwater for reuse. These strategies combined with a site plan targeting over 50 percent planted area, including living roofs, should result in stormwater runoff reductions beyond the 25 percent required by the Stormwater Management Ordinance. No new or enlarged off-site wastewater collection facilities are proposed.

### *Water + Ecology*

A site of this size has the potential to enhance the ecological assets of the neighborhood and city. The Proposed Project would preserve several major trees and greatly increase the total number of trees on the project site and the adjacent sidewalks (replacing over 200 trees including 17 street trees). The proposed landscaping plans would choose native and adapted trees and plants that reduce irrigation demands while managing stormwater.

## **PROPOSED CONSTRUCTION SCHEDULING AND PHASING**

It is the intent of the project sponsor to phase the construction of the Proposed Project or its variant. The preliminary construction plan would include four overlapping construction phases and is subject to change. Project construction would commence in 2020 and would occur within a maximum development period of 10 years as follows:

### **Phase 1: Masonic and Euclid Buildings**

- Duration: 30 month
- Phase would include the demolition of the existing annex building and the construction of 266,015 gsf of residential uses (196 units), 4,287 gsf of retail uses, and 87,977 gsf of garage space totaling 358,279 gsf of new construction.
- Includes Walnut Walk South and eastern portion of Euclid Park (private) and related adjacent public right of way improvements.

### **Phase 2: Center Buildings A and B (existing office building)**

- Duration: 24 months; anticipated to commence on Month 20 of Phase 1
- Phase would include the partial demolition of the existing office building and the construction of 320,393 gsf of residential uses (190 units) and 23,227 gsf of garage space totaling 343,620 gsf of construction.
- Parking for these buildings would be programmed below Center Building B, and in the Masonic/Euclid and California Street Garages. Project sponsor plans to use valet strategies within the constructed garages or within available area on the site should the California Street Garage parking not be available at the time of occupancy.

### **Phase 3: California Street Buildings (Plaza A, Plaza B, and Walnut Buildings)**

- Duration: 36 months; anticipated to commence on Month 15 of Phase 2

- Phase would include the construction of 138,245 gsf of residential uses (128 units), 50,680 gsf of retail uses, 49,999 gsf of office uses, 14,620 gsf of childcare space, and 305,640 gsf of garage space totaling 559,184 gsf of new construction.
- Includes Walnut Walk North, Mayfair Walk, Presidio Overlook, Pine Plaza and related adjacent public right of way improvements.

#### Phase 4: Mayfair Building and Laurel Duplexes

- Duration: 20 months; anticipated to commence on Month 30 of Phase 3
- Phase would include the construction of 93,594 gsf of residential uses (44 units) and 18,923 gsf of garage space totaling 112,517 gsf of new construction.
- Includes western part of Euclid Park (public) and related adjacent public right of way improvements.

The preliminary construction phasing plan would also be applicable to the variant with the exception of Phase 3. Under the variant, Phase 3 would include the development of 153,920 gsf of residential uses (186 units of senior housing), substituting for 49,999 gsf of commercial office space in the Walnut Building and 7,560 gsf of retail space in the Plaza A, Plaza B, and Walnut Buildings. Under the variant, Phase 3 garage space would increase by 3,040 gsf (from 305,640 gsf for the Proposed Project to 308,680 gsf).

## **WATER USE ESTIMATES**

The following tables summarize the potable and nonpotable water demand estimates for the Proposed Project and the Mixed-Use Senior Housing Variant and are based off the proposed uses and the preliminary construction phasing program. These estimates are preliminary and may be refined at a later time as project designs progress. The estimates include better than code average fixture flowrates (though are conservative in that they do not take the very lowest flowrate available in all cases), and include the maximum potential living roof area contemplated as a conservative case from a water supply perspective (more irrigation, less capturable rainwater). Targeted rainwater and greywater reuse would offset about 30% of the projected use according to the SFPUC calculator tool (see Attachment A for the Proposed Project and Attachment B for the Variant). The portion of nonpotable demands anticipated to be met onsite are broken out separately from potable demand in the below estimates. Estimated water demands for the garage are not large enough to alter the significant figures in the mgd totals below.

Dry year estimates assume that irrigation and hand-watering demands increase, and do not account for additional dry year conservation by residents, though that would most likely occur (and be encouraged). Estimates by year follow calculator estimates for phases complete at the end of each shown calendar year, so the 2025 estimate includes Phases 1-3, and the 2030 and later estimates include full buildout.

### ***Existing Usage***

Site water use data provided to the project team from 2012-2014 indicate that existing usage tends to average about 20,000 gpd (0.02 mgd), with peak months averaging around 26,000 gpd (0.026 mgd). It is possible that this data set does not include 100% of the current site water demands, but we believe it does.



***Proposed Project***

**Table 7: Proposed Project Estimated Total Water Demand Based on Water Year Type**

	Normal	Single dry	Multiple 2	Multiple 3	Multiple 4
Total to be met with potable water (mgd)	0.0413	0.0415	0.0417	0.0417	0.0417
Total to be met with onsite non-potable water (mgd)	0.0183	0.0195	0.0203	0.0204	0.0204
Total estimated demand of proposed project (mgd)	0.0596	0.0610	0.0619	0.0621	0.0621

**Table 8: Proposed Project Estimated Total Water Demand Based on Project Phasing**

Usage at End of Year	2015	2020	2025	2030	2035
Total to be met with potable water (mgd)	0	0	0.0385	0.0413	0.0413
Total to be met with onsite non-potable water (mgd)	0	0	0.0178	0.0183	0.0183
Total estimated demand of proposed project (mgd)	0	0	0.0562	0.0596	0.0596

***Mixed Use Senior Housing Variant***

**Table 9: Variant Estimated Total Water Demand Based on Water Year Type**

	Normal	Single dry	Multiple 2	Multiple 3	Multiple 4
Total to be met with potable water (mgd)	0.0531	0.0533	0.0535	0.0535	0.0535
Total to be met with onsite non-potable water (mgd)	0.0199	0.0211	0.0218	0.0219	0.0219
Total estimated demand of Variant (mgd)	0.0729	0.0744	0.0753	0.0755	0.0755

**Table 10: Variant Estimated Total Water Demand Based on Project Phasing**

Usage at End of Year	2015	2020	2025	2030	2035
Total to be met with potable water (mgd)	0	0	0.0502	0.0531	0.0531
Total to be met with onsite non-potable water (mgd)	0	0	0.0193	0.0199	0.0199
Total estimated demand of Variant (mgd)	0	0	0.0695	0.0729	0.0729

If you have any questions, please feel free to reach out directly to me at 415-857-9324 or [dbragg@pradogroup.com](mailto:dbragg@pradogroup.com).

Best Regards,

Don Bragg

Development Director, Prado Group Inc.

Attachments:      Alternate Water Supply Project Compliance: Project (3 pgs.)  
                         Alternate Water Supply Project Compliance: Variant (3 pgs.)

cc:                    Debra Dwyer and Jessica Range, SF Planning Department  
                         Peter Mye, SWCA

# NON-POTABLE WATER CALCULATOR

## Project Summary Sheet

**Project Contact:** Don Bragg  
415.395.0880  
dbragg@pradogroup.com

Estimated Site/Building Permit Issuance Date: 12/31/2019



**Total Gross Square Footage:** 937,833

### 1. Demands and Supplies Summary

<b>Demands Met by Non-Potable Supply for Project (gpy):</b>	6,675,500	<b>Project is 250,000 square feet in size or greater and is not eligible for a grant</b>
<b>Demands Met by Non-Potable Supply for Project %:</b>	31%	<b>Achieving estimated offset may require storage to store excess monthly supplies;</b>
<b>Project Total Annual Water Demand (gpy) *:</b>	21,763,290	
<b>If Grant Offset Criteria Met, Occurs in Year:</b>	2027	

\*Note: Estimates based on Tab 6 - Building Potential Summary total water demand values. Manually entered non-potable demands that exceed auto-calculated non-potable demands from Tab 6 may result in Total Annual Water demands greater than the value used in this analysis

### 2. Building Information Summary

	Main Project Site 1	Site 2	Site 3
<b>Project / Building Name:</b>	3333 California	3333 California Phase 2	3333 California Phases 3+4
<b>Project Address:</b>	3333 California St, San Francisco, CA	3333 California St, San Francisco, CA	3333 California St, San Francisco, CA
<b>Assessor's Block &amp; Lot No. / APN:</b>	1032/003	1032/003	1032/003
<b>Year Online:</b>	2027	2027	2027
<b>Building Type:</b>	Mixres	Resident	Mixres
<b>Total Building Size (gross square footage or GSF):</b>	270,302	320,393	347,138
<b>Total Lot Size (ft<sup>2</sup>):</b>	178,587	89,294	178,588
<b>Number of Residential Units:</b>	196	190	172
<b>Impervious Surface Above Grade (ft<sup>2</sup>):</b>	13,000	22,500	30,688
<b>Impervious Surface Below Grade (ft<sup>2</sup>):</b>	59,225	35,535	142,140
<b>Landscaped Area (ft<sup>2</sup>):</b>	64,175	20,545	118,092
<b>Site Location (Zone):</b>	Eastern SF	Eastern SF	Eastern SF

### 3. Summary of Nonpotable Demands and Supplies for the Project

#### Non-Potable Water Supply Estimates

On-site Alternate Water Source Supplies	Annual Supply (gpy)	Annual Supply (gpy)	Annual Supply (gpy)	Total (gpy)
<b>Rainwater:</b>	155,119	208,329	268,584	632,032
<b>Stormwater:</b>	0	0	0	0
<b>Graywater:</b>	2,658,821	2,576,117	2,119,487	7,354,425
<b>Blackwater:</b>	0	0	0	0
<b>Foundation Drainage:</b>	0	0	0	0
<b>Cooling &amp; Other Supplies:</b>	0	0	0	0
<b>TOTAL:</b>	2,813,940	2,784,445	2,388,071	7,986,456

#### Non-Potable Applications Estimates

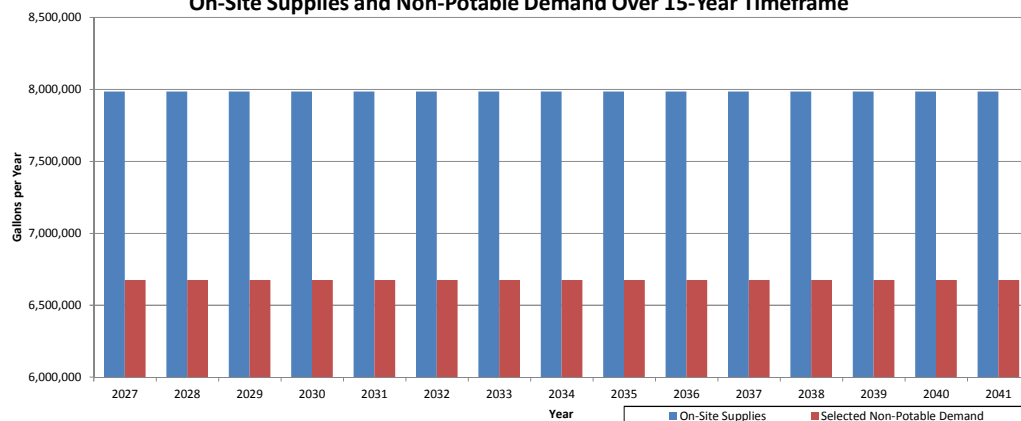
Project Specific Non-Potable Application Demands	Annual Demand (gpy)	Annual Demand (gpy)	Annual Demand (gpy)	Total (gpy)
<b>Toilets/Urinals:</b>	993,131	948,708	1,113,115	3,054,954
<b>Irrigation:</b>	527,048	165,008	933,479	1,625,535
<b>Toilets/Urinals + Irrigation:</b>	1,520,179	1,113,716	2,046,594	4,680,489
<b>Cooling Tower:</b>	498,750	698,250	798,000	1,995,000
<b>Commercial Laundry &amp; Other:</b>	0	0	0	0
<b>Total:</b>	2,018,929	1,811,966	2,844,594	6,675,489

#### 4. Project Phasing

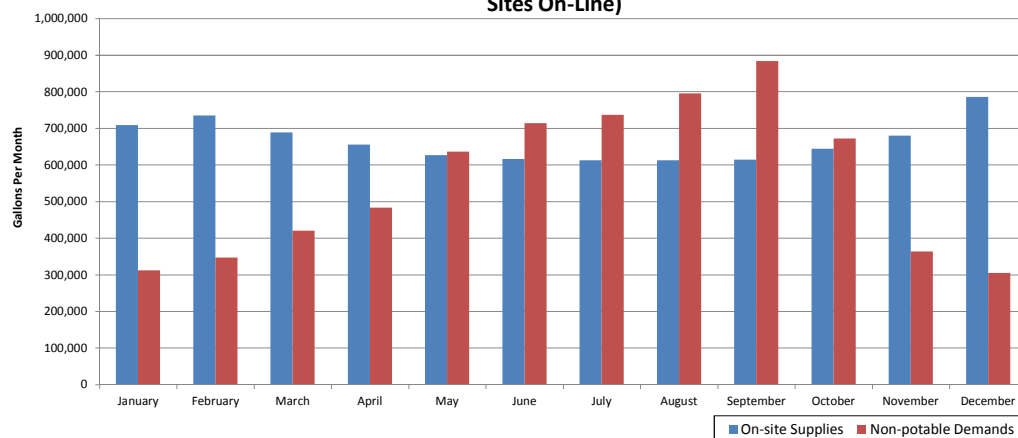
	SITE 1: 3333 California -- 3333 California St, San Francisco, CA		SITE 2: 3333 California Phase 2 -- 3333 California St, San Francisco, CA		SITE 3: 3333 California Phases 3+4 -- 3333 California St, San Francisco, CA		
15-Year Timeframe	NP Offset Supplies (gpy)	Selected NP Demand (gpy)	NP Offset Supplies (gpy)	Selected NP Demand (gpy)	NP Offset Supplies (gpy)	Selected NP Demand (gpy)	Re-Used Non-Potable Supplies (gpy)
2027	2,813,940	2,018,929	2,784,445	1,811,966	2,388,071	2,844,594	6,675,489
2028	2,813,940	2,018,929	2,784,445	1,811,966	2,388,071	2,844,594	6,675,489
2029	2,813,940	2,018,929	2,784,445	1,811,966	2,388,071	2,844,594	6,675,489
2030	2,813,940	2,018,929	2,784,445	1,811,966	2,388,071	2,844,594	6,675,489
2031	2,813,940	2,018,929	2,784,445	1,811,966	2,388,071	2,844,594	6,675,489
2032	2,813,940	2,018,929	2,784,445	1,811,966	2,388,071	2,844,594	6,675,489
2033	2,813,940	2,018,929	2,784,445	1,811,966	2,388,071	2,844,594	6,675,489
2034	2,813,940	2,018,929	2,784,445	1,811,966	2,388,071	2,844,594	6,675,489
2035	2,813,940	2,018,929	2,784,445	1,811,966	2,388,071	2,844,594	6,675,489
2036	2,813,940	2,018,929	2,784,445	1,811,966	2,388,071	2,844,594	6,675,489
2037	2,813,940	2,018,929	2,784,445	1,811,966	2,388,071	2,844,594	6,675,489
2038	2,813,940	2,018,929	2,784,445	1,811,966	2,388,071	2,844,594	6,675,489
2039	2,813,940	2,018,929	2,784,445	1,811,966	2,388,071	2,844,594	6,675,489
2040	2,813,940	2,018,929	2,784,445	1,811,966	2,388,071	2,844,594	6,675,489
2041	2,813,940	2,018,929	2,784,445	1,811,966	2,388,071	2,844,594	6,675,489

This offset analysis assumes the full year of supplies is available to offset non-potable demands. Some scenarios may require storage to store excess supplies from one month in order to use those supplies in another month with unmet demands.

**On-Site Supplies and Non-Potable Demand Over 15-Year Timeframe**



**Monthly Summary of Selected On-Site Supply vs. Selected Non-Potable Demand (All Sites On-Line)**



# NON-POTABLE WATER CALCULATOR

## Project Summary Sheet

**Project Contact:** Don Bragg  
415.395.0880  
dbragg@pradogroup.com

Estimated Site/Building Permit Issuance Date: 12/31/2019



**Total Gross Square Footage:** 1,034,194

### 1. Demands and Supplies Summary

<b>Demands Met by Non-Potable Supply for Project (gpy):</b>	7,249,500	<b>Project is 250,000 square feet in size or greater and is not eligible for a grant</b>
<b>Demands Met by Non-Potable Supply for Project %:</b>	27%	<b>Achieving estimated offset may require storage to store excess monthly supplies;</b>
<b>Project Total Annual Water Demand (gpy) *:</b>	26,617,083	
<b>If Grant Offset Criteria Met, Occurs in Year:</b>	2027	

\*Note: Estimates based on Tab 6 - Building Potential Summary total water demand values. Manually entered non-potable demands that exceed auto-calculated non-potable demands from Tab 6 may result in Total Annual Water demands greater than the value used in this analysis

### 2. Building Information Summary

	Main Project Site 1	Site 2	Site 3
<b>Project / Building Name:</b>	3333 California	3333 California Phase 2	3333 California Phases 3+4
<b>Project Address:</b>	3333 California St, San Francisco, CA	3333 California St, San Francisco, CA	3333 California St, San Francisco, CA
<b>Assessor's Block &amp; Lot No. / APN:</b>	1032/003	1032/003	1032/003
<b>Year Online:</b>	2027	2027	2027
<b>Building Type:</b>	Mixres	Resident	Mixres
<b>Total Building Size (gross square footage or GSF):</b>	270,302	320,393	443,499
<b>Total Lot Size (ft<sup>2</sup>):</b>	178,587	89,294	178,588
<b>Number of Residential Units:</b>	196	190	358
<b>Impervious Surface Above Grade (ft<sup>2</sup>):</b>	13,000	22,500	30,688
<b>Impervious Surface Below Grade (ft<sup>2</sup>):</b>	59,225	35,535	142,140
<b>Landscaped Area (ft<sup>2</sup>):</b>	64,175	20,545	118,092
<b>Site Location (Zone):</b>	Eastern SF	Eastern SF	Eastern SF

### 3. Summary of Nonpotable Demands and Supplies for the Project

#### Non-Potable Water Supply Estimates

On-site Alternate Water Source Supplies	Annual Supply (gpy)	Annual Supply (gpy)	Annual Supply (gpy)	Total (gpy)
<b>Rainwater:</b>	155,119	208,329	303,836	667,284
<b>Stormwater:</b>	0	0	0	0
<b>Graywater:</b>	2,658,821	2,576,117	4,353,731	9,588,669
<b>Blackwater:</b>	0	0	0	0
<b>Foundation Drainage:</b>	0	0	0	0
<b>Cooling &amp; Other Supplies:</b>	0	0	0	0
<b>TOTAL:</b>	2,813,940	2,784,445	4,657,567	10,255,953

#### Non-Potable Applications Estimates

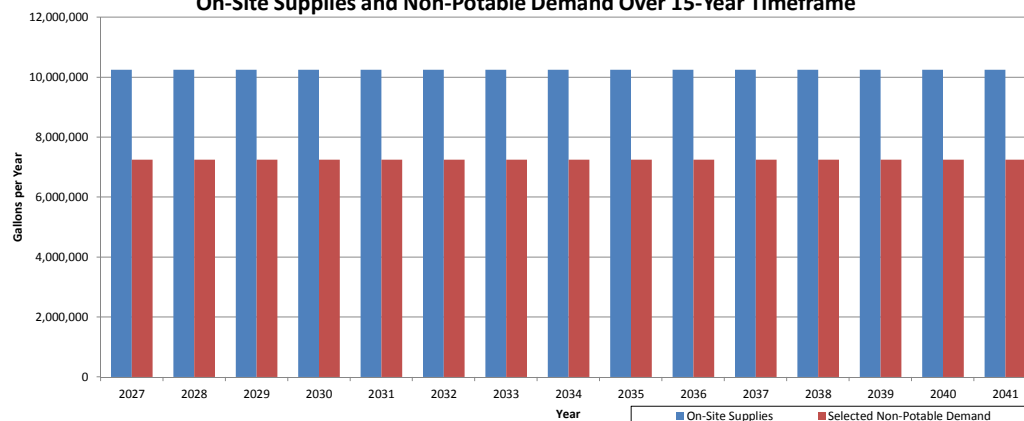
Project Specific Non-Potable Application Demands	Annual Demand (gpy)	Annual Demand (gpy)	Annual Demand (gpy)	Total (gpy)
<b>Toilets/Urinals:</b>	993,131	948,708	1,786,795	3,728,634
<b>Irrigation:</b>	527,048	165,008	933,479	1,625,535
<b>Toilets/Urinals + Irrigation:</b>	1,520,179	1,113,716	2,720,274	5,354,169
<b>Cooling Tower:</b>	498,750	698,250	698,250	1,895,250
<b>Commercial Laundry &amp; Other:</b>	0	0	0	0
<b>Total:</b>	2,018,929	1,811,966	3,418,524	7,249,419

#### 4. Project Phasing

	SITE 1: 3333 California -- 3333 California St, San Francisco, CA		SITE 2: 3333 California Phase 2 -- 3333 California St, San Francisco, CA		SITE 3: 3333 California Phases 3+4 -- 3333 California St, San Francisco, CA		
15-Year Timeframe	NP Offset Supplies (gpy)	Selected NP Demand (gpy)	NP Offset Supplies (gpy)	Selected NP Demand (gpy)	NP Offset Supplies (gpy)	Selected NP Demand (gpy)	Re-Used Non-Potable Supplies (gpy)
2027	2,813,940	2,018,929	2,784,445	1,811,966	4,657,567	3,418,524	7,249,419
2028	2,813,940	2,018,929	2,784,445	1,811,966	4,657,567	3,418,524	7,249,419
2029	2,813,940	2,018,929	2,784,445	1,811,966	4,657,567	3,418,524	7,249,419
2030	2,813,940	2,018,929	2,784,445	1,811,966	4,657,567	3,418,524	7,249,419
2031	2,813,940	2,018,929	2,784,445	1,811,966	4,657,567	3,418,524	7,249,419
2032	2,813,940	2,018,929	2,784,445	1,811,966	4,657,567	3,418,524	7,249,419
2033	2,813,940	2,018,929	2,784,445	1,811,966	4,657,567	3,418,524	7,249,419
2034	2,813,940	2,018,929	2,784,445	1,811,966	4,657,567	3,418,524	7,249,419
2035	2,813,940	2,018,929	2,784,445	1,811,966	4,657,567	3,418,524	7,249,419
2036	2,813,940	2,018,929	2,784,445	1,811,966	4,657,567	3,418,524	7,249,419
2037	2,813,940	2,018,929	2,784,445	1,811,966	4,657,567	3,418,524	7,249,419
2038	2,813,940	2,018,929	2,784,445	1,811,966	4,657,567	3,418,524	7,249,419
2039	2,813,940	2,018,929	2,784,445	1,811,966	4,657,567	3,418,524	7,249,419
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2041	2,813,940	2,018,929	2,784,445	1,811,966	4,657,567	3,418,524	7,249,419

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**On-Site Supplies and Non-Potable Demand Over 15-Year Timeframe**



**Monthly Summary of Selected On-Site Supply vs. Selected Non-Potable Demand (All Sites On-Line)**

