San Francisco Planning

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CERTIFICATE OF DETERMINATION
COMMUNITY PLAN EVALUATION

Record No.:	2017-015038ENV, **350-352 San Jose Avenue**
Zoning:	RM-2 (Residential – Mixed, Moderate Density) District 40-X Height and Bulk District Mission District
Plan Area:	Eastern Neighborhoods Area Plan, Mission Area Plan
Block/Lot:	6532/010A
Lot Size:	7,148 square feet
Project Sponsor:	James Nunemacher, 350 San Jose LLC, (415) 321-7007
Staff Contact:	Megan Calpin, Megan.Calpin@sfgov.org, 628.652.7508

Project Description

The approximately 7,150-square-foot project site is located on the west side of San Jose Avenue, on the block bounded by 25th Street to the north, Valencia Street to the east, Guerrero Street to the west, and 26th Street to the south in the Mission neighborhood (see Figure 1, Location Map, in Section G. Figures). The existing building is an approximately 3,560-square-foot, approximately 34-foot-tall, two-story-over-basement residential building constructed circa 1875. The building contains four dwelling units and is set back 40 feet from the front property line. The site is relatively flat, sloping up from San Jose Avenue less than 4 percent. An existing approximately 10-foot-wide curb cut on San Jose Avenue provides access to a driveway that goes underneath a cantilevered portion of the building, providing vehicle access to a paved rear yard with five parking spaces.

The sponsor proposes to move the existing building 23 feet eastward on the lot (toward the San Jose Avenue frontage), reducing the front set back from approximately 40 feet to approximately 17 feet. The project would also include a horizontal and vertical addition to the building that would increase the residential square footage by approximately 8,670 square feet to a new total of approximately 12,235 square feet. One vertical floor would be added to the building, with a resulting height of approximately 40 feet, with an additional 3 feet to the top of the rooftop mechanical features. An accessory dwelling unit (ADU) unit would be added on the basement level.[1] Eight dwelling units would be added to the building—at the basement, first, second, and third floors, for a total of 12 dwelling units and an ADU. The final unit mix would be six one-bedroom units, six two-bedroom units, and one two-bedroom ADU. See Project Plans in Section G. Figures for existing and proposed site plans and

1 Throughout this Initial Study, the proposed ADU is differentiated from the proposed dwelling units, although CEQA impacts would be the same for both unit types as they would function in the same way. Pursuant to San Francisco Planning Code section 209.2, the RM-2 zoning district permits residential density of up to one unit per 600 square feet of lot area. The lot area of this parcel is 7,148 square feet; therefore, a maximum of 12 dwelling units is permitted on the site. Pursuant to planning code section 207, ADUs are exempt from density limits; thus the proposed ADU is also permitted on the site but is counted separately from the proposed dwelling units per the planning code.

proposed floor plans and sections. The existing curb cut would be removed and a new 10-foot curb cut would be installed. The proposed project would not include any off-street vehicle parking. Space for 10 Class 1 bicycle spaces will be provided in the rear yard.

Approval Action: If discretionary review before the planning commission is requested, the discretionary review hearing is the approval action for the project. If no discretionary review is requested, the issuance of a building permit is the approval action. The approval action date establishes the start of the 30-day appeal period for this CEQA determination pursuant to section 31.04(h) of the San Francisco Administrative Code.

Community Plan Evaluation Overview

California Environmental Quality Act (CEQA) section 21083.3 and CEQA Guidelines section 15183 provide that projects that are consistent with the development density established by existing zoning, community plan or general plan policies for which an environmental impact report (EIR) was certified, shall not be subject to additional environmental review except as might be necessary to examine whether there are project-specific significant effects which are peculiar to the project or its site. Section 15183 specifies that examination of environmental effects shall be limited to those effects that: a) are peculiar to the project or parcel on which the project would be located; b) were not analyzed as significant effects in a prior EIR on the zoning action, general plan or community plan with which the project is consistent; c) are potentially significant off-site and cumulative impacts that were not discussed in the underlying EIR; or d) are previously identified in the EIR, but which, as a result of substantial new information that was not known at the time that the EIR was certified, are determined to have a more severe adverse impact than that discussed in the underlying EIR. Section 15183(c) specifies that if an impact is not peculiar to the parcel or to the proposed project, then an EIR need not be prepared for the project solely on the basis of that impact.

This determination evaluates the potential project-specific environmental effects of the [Application Name] project described above and incorporates by reference information contained in the programmatic EIR for the Eastern Neighborhoods Rezoning and Area Plans (PEIR)[2]. Project-specific studies were prepared for the proposed project to determine if the project would result in any significant environmental impacts that were not identified in the Eastern Neighborhoods PEIR.

Findings

As summarized in the initial study – community plan evaluation prepared for the proposed project (Attachment A)[3]:

2 Planning Department Record No. 2004.0160E and State Clearinghouse No. 2005032048. Available at: https://sfplanning.org/environmental-review-documents?field_environmental_review_categ_target_id=214&items_per_page=10. Accessed August 16, 2019.

3 The initial study – community plan evaluation is available for review at the San Francisco Property Information Map, which can be accessed at https://sfplanninggis.org/PIM/. The file can be viewed by clicking on the Planning Applications link, clicking the "More Details" link under the project's environmental record number 2017-01539ENV and then clicking on the "Related Documents" link.

1. The proposed project is consistent with the development density established for the project site in the Eastern Neighborhoods Rezoning and Area Plans[4];

2. The proposed project would not result in effects on the environment that are peculiar to the project or the project site that were not identified as significant effects in the Eastern Neighborhoods PEIR;

3. The proposed project would not result in potentially significant off-site or cumulative impacts that were not identified in the Eastern Neighborhoods PEIR;

4. The proposed project would not result in significant effects, which, as a result of substantial new information that was not known at the time the Eastern Neighborhoods PEIR was certified, would be more severe than were already analyzed and disclosed in the PEIR; and

5. The project sponsor will undertake feasible mitigation measures specified in the Eastern Neighborhoods PEIR to mitigate project-related significant impacts.

Mitigation measures are included in this project and the project sponsor has agreed to implement these measures. See the attached Mitigation Monitoring and Reporting Program (MMRP) (Attachment B) for the full text of required mitigation measures.

CEQA Determination

The project is eligible for streamlined environmental review per section 15183 of the CEQA Guidelines and California Public Resources Code section 21083.3.

Determination

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

Lisa Gibson _____ September 23, 2020 _____

Lisa Gibson
Environmental Review Officer

Date

Attachments

A. Initial Study – Community Plan Evaluation
B. Mitigation Monitoring and Reporting Program

CC: Jonathan Moftakhar and James Nunemacher, 350 San Jose LLC, Project Sponsor;
Supervisor Hillary Ronen, District 9;
Esmeralda Jardines, Current Planning Division;
David Winslow, Current Planning Division

4 Preliminary Project Assessment, 350-352 San Jose Avenue, Case No. 2017-015039PPA, February 8, 2018.

ATTACHMENT A

INITIAL STUDY - COMMUNITY PLAN EVALUATION

Record No.:	2017-015039ENV, 350-352 San Jose Avenue
Zoning:	RM-2 (Residential- Mixed, Moderate Density) 40-X Height and Bulk District
Plan Area:	Eastern Neighborhoods Area Plan, Mission subarea
Block/Lot:	6532/010A
Lot Size:	7,148 square feet
Project Sponsor:	James Nunemacher, 350 San Jose LLC, (415) 321-7007
Staff Contact:	Megan Calpin, megan.calpin@sfgov.org, (628) 652-7508

A. Project Description

The approximately 7,150-square-foot project site is located on the west side of San Jose Avenue, on the block bounded by 25th Street to the north, Valencia Street to the east, Guerrero Street to the west, and 26th Street to the south in the Mission neighborhood (see Figure 1, Location Map, in Section G. Figures). The existing building is an approximately 3,560-square-foot, approximately 34-foot-tall, two-story-over-basement residential building constructed circa 1875. The building contains four dwelling units and is set back 40 feet from the front property line. The site is relatively flat, sloping up from San Jose Avenue less than 4 percent. An existing approximately 10-foot-wide curb cut on San Jose Avenue provides access to a driveway that goes underneath a cantilevered portion of the building, providing vehicle access to a paved rear yard with five parking spaces.

The sponsor proposes to move the existing building 23 feet eastward on the lot (toward the San Jose Avenue frontage), reducing the front set back from approximately 40 feet to approximately 17 feet. The project would also include a horizontal and vertical addition to the building that would increase the residential square footage by approximately 8,670 square feet to a new total of approximately 12,235 square feet. One vertical floor would be added to the building, with a resulting height of approximately 40 feet, with an additional 3 feet to the top of the rooftop mechanical features. An accessory dwelling unit (ADU) unit would be added on the basement level.[1] Eight dwelling units would be added to the building—at the basement, first, second, and third floors, for a total of 12

1 Throughout this Initial Study, the proposed ADU is differentiated from the proposed dwelling units, although CEQA impacts would be the same for both unit types as they would function in the same way. Pursuant to San Francisco Planning Code section 209.2, the RM-2 zoning district permits residential density of up to one unit per 600 square feet of lot area. The lot area of this parcel is 7,148 square feet; therefore, a maximum of 12 dwelling units is permitted on the site. Pursuant to planning code section 207, ADUs are exempt from density limits; thus the proposed ADU is also permitted on the site but is counted separately from the proposed dwelling units per the planning code.

dwelling units and an ADU. The final unit mix would be six one-bedroom units, six two-bedroom units, and one two-bedroom ADU. See Project Plans in Section G. Figures for existing and proposed site plans and proposed floor plans and sections. The existing curb cut would be removed and a new 10-foot curb cut would be installed. The proposed project would not include any off-street vehicle parking. Space for 10 Class 1 bicycle spaces will be provided in the rear yard.

Construction of the project is estimated to take approximately 14 months. First, the existing building would be disconnected from the foundation and held up while excavation and foundation construction would occur. Then the existing structure would be moved eastward and placed on the new conventional spread footing foundation. Lastly, the project would construct the vertical and horizontal additions to the existing structure. The project would result in excavation of up to 10 feet in depth and up to 930 cubic yards of soil. The building's existing footprint is approximately 1,520 square feet at the basement level; the proposal would increase the basement level footprint by 2,380 square feet to 3,900 square feet in total.

Table 1, Project Details summarizes the existing conditions, proposed changes, and proposed final project totals.

Table 1: Project Details

	Existing	*Proposed*	*Proposed Final Project Totals*
Residential	3,562	+8,672	12,234
Dwelling Units	4	+8 and 1 ADU	12 and 1 ADU
Vehicle Parking Spaces	5	-5	0
Class 1 Bicycle Parking Spaces	0	+9	9
Building height	34 feet, 2 inches	+5 feet, 10 inches	40 feet
Building stories	2	+1	3

Source: SIA Consulting, 350 San Jose Avenue, September 17, 2020.

Project Approvals

Approval Action: If discretionary review before the planning commission is requested, the discretionary review hearing is the approval action for the project. If no discretionary review is requested, the issuance of a building permit is the approval action. The approval action date establishes the start of the 30-day appeal period for this CEQA determination pursuant to section 31.04(h) of the San Francisco Administrative Code.

B. Community Plan Evaluation Overview

CEQA section 21083.3 and CEQA Guidelines section 15183 mandate that projects that are consistent with the development density established by existing zoning, community plan, or general plan policies for which an environmental impact report (EIR) was certified, shall not be subject to additional environmental review except as might be necessary to examine whether there are project-specific significant effects that are peculiar to the project or its site. Guidelines section 15183(c) specifies that if an impact is not peculiar to the parcel or to the proposed project, then an EIR need not be prepared for the project solely on the basis of that impact.

This initial study evaluates the potential project-specific environmental effects of the proposed 350-352 San Jose Avenue project described above and incorporates by reference information contained in the programmatic EIR for

the Eastern Neighborhoods Rezoning and Area Plans (PEIR)[2]. The following project-specific studies were prepared for the proposed project to determine if the project would result in any significant environmental impacts that were not identified in the Eastern Neighborhoods PEIR[3]:

Project Specific Studies

Historical resources evaluation, part II	Shadow analysis
Historical preservation team review	Phase 1 environmental site assessment
Archeology review	Geotechnical report
Greenhouse gas analysis checklist	

C. Project Setting

Site Vicinity

The project site is located on the west side of San Jose Avenue between 25th and 26th streets in the Mission Neighborhood. The immediate project site vicinity is characterized by a residential use. The block on which the project site is located contains RM-1, RH-3, and RM-2 use districts. The blocks to the south and west of the project site contain RH-3 and Valencia Street NCT (Neighborhood Commercial Transit) use districts. The subject block is within a 40-X height and bulk district. The blocks to the south and west have a variety of higher height limits, ranging from 45-X to 145-E. The low- to medium-density scale of development in the immediate project vicinity primarily includes two- to three-story buildings. The buildings on San Jose Avenue and 25th Street are primarily residential; the buildings on 26th Street are a mixture of residential and retail.

The project site shares a property line with Juri Commons, a park under the jurisdiction of the San Francisco Recreation and Park Department. The park is a narrow, diagonal, 10,650-square-foot, through-block park accessible from the intersection at Juri Street and San Jose Avenue on the north and Guerrero Street near 26th Street at the southern entrance. The park is located on a former railroad right-of-way that cuts through the block bounded by 25th, 26th, and Guerrero and Valencia Streets.

Within a 0.25-mile radius of the project site, the San Francisco Municipal Railway (Muni) transit operates lines 12 Folsom/Pacific, 14 Mission, 14R Mission Rapid, 27 Bryant, 36 Teresita, 48 Quintara/24th Street, 49 Van Ness/Mission, and 67 Bernal Heights. The 24th Street Mission Bay Area Rapid Transit (BART) station is located within three blocks of the project site. Parallel on-street vehicle parking is provided on all streets surrounding the subject block. In addition, a separated bike path is located on Valencia Street, one block to the east.

Cumulative Setting

CEQA Guidelines section 15130(b)(1) provides two methods for cumulative impact analysis: the "list-based approach" and the "projections-based approach". The list-based approach uses a list of projects producing closely

2 Planning Department Record No. 2004.0160E and State Clearinghouse No. 2005032048. Available at: https://sfplanning.org/environmental-review-documents?field_environmental_review_categ_target_id=214&items_per_page=10. Accessed August 16, 2019.

3 Project specific studies prepared for the 350-352 San Jose Avenue project are available for review on the San Francisco Property Information Map, which can be accessed at https://sfplanninggis.org/PIM/. Individual files can be viewed by clicking on the Planning Applications link, clicking the "More Details" link under the project's environmental record number 2017-015039ENV and then clicking on the "Related Documents" link.

related impacts that could combine with those of a proposed project to evaluate whether the project would contribute to significant cumulative impacts. The projections-based approach uses projections contained in a general plan or related planning document to evaluate the potential for cumulative impacts. This project-specific analysis employs both the list-based and projections-based approaches, depending on which approach best suits the resource topic being analyzed.

The proposed project is located within the area of the city addressed under the Eastern Neighborhoods Rezoning and Area Plans. The Eastern Neighborhoods PEIR evaluated the physical environmental impacts resulting from the rezoning of this plan area, including impacts resulting from an increase of up to 9,858 housing units and 6.6 million square feet of non-residential uses and a reduction of up to 4.9 million square feet of production, distribution, and repair (PDR) uses. The cumulative impact analysis provided in this initial study uses updated projections as needed for certain topics to evaluate whether the proposed project could result in new or substantially more severe cumulative impacts than were anticipated in the Eastern Neighborhoods PEIR. For example, the cumulative transportation analysis in this initial study is based on projected 2040 cumulative conditions, whereas the Eastern Neighborhoods PEIR relied on 2025 cumulative transportation projections.

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

- 2918 Mission Street – The proposal includes the demolition of the existing retail building and surface parking lot and the construction of a new mixed-use residential and retail building with 75 dwelling units. The proposed building would be 64 feet tall and six stories. The ground floor frontage on Mission Street would consist of retail uses and a residential lobby.
- 1278–1298 Valencia Street - The proposal would replace an existing gas station with a six story, mixed-use residential building. At completion, the project would provide approximately 3,700 square feet of ground floor retail and 35 residential units on floors 2 through 6. Nine parking spaces would be provided.
- 3178 Mission Street – The proposal includes demolition of the existing building and construction of a mixed-use, five-story, 50-foot-tall building. Four dwelling units would be located on floors two through five, with commercial space on ground floor.
- 2976 Mission Street – The proposal includes renovation and addition of approximately 640 square feet of commercial space at the ground floor and 4 additional floors for a total of 8 residential units and the elimination of the 2-car garage.
- 3359 26th Street - The proposed project would retain the existing building and construct a three-story addition over the structure at the north end of the parcel and a four-story addition over the structure at the south end of the parcel. The proposed alterations would result in an approximately 16,500-square-foot, 55-foot-tall mixed-use residential building, retaining approximately 6,030 square feet of the existing commercial space and add approximately 8,550 square feet of residential space within the proposed vertical additions. The commercial space would continue to operate as an art gallery and cafe. The proposed project would provide eight (seven net new) residential units.

Figure 2, in Section G. Figures, shows the location of the above referenced cumulative projects in relation to the project site.

D. Summary of Environmental Effects

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

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

E. Evaluation of Environmental Effects

The Eastern Neighborhoods PEIR included analyses of environmental issues including: land use; plans and policies; visual quality and urban design; population, housing, business activity, and employment (growth inducement); transportation; noise; air quality; parks, recreation and open space; shadow; archeological resources; historic architectural resources; hazards; and other issues not addressed in the previously issued initial study for the Eastern Neighborhoods Rezoning and Area Plans. The proposed 350-352 San Jose Avenue project is in conformance with the height, bulk, use, and density for the site described in the Eastern Neighborhoods PEIR[4] and, as documented below, the proposed project would not result in any new or substantially more severe environmental impacts than were identified in the Eastern Neighborhoods PEIR.

This initial study evaluates the proposed project's individual and cumulative environmental effects to determine whether the environmental impacts of the proposed project are adequately addressed in the Eastern Neighborhoods PEIR.[5] In accordance with CEQA Guidelines section 15183, this initial study examines whether the proposed project would result in significant impacts that: (1) are peculiar to the project or project site; (2) were not identified as significant project-level, cumulative, or off-site effects in the PEIR; or (3) are previously identified significant effects, which as a result of substantial new information that was not known at the time that the Eastern Neighborhoods PEIR was certified, are determined to have a substantially more severe adverse impact than discussed and disclosed in the PEIR. Such impacts, if any, will be evaluated in a project-specific, focused mitigated negative declaration or environmental impact report. If no such impacts are identified, no additional environmental review shall be required for the project beyond that provided in the Eastern Neighborhoods PEIR and this project-specific initial study in accordance with CEQA section 21083.3 and CEQA Guidelines section 15183.

Mitigation measures from the Eastern Neighborhoods PEIR that this initial study determines are applicable to the project are identified under each environmental topic and the full text of any applicable mitigation measures is provided in Attachment B, Mitigation Monitoring and Reporting Program.

The Eastern Neighborhoods PEIR identified significant impacts related to land use, transportation, cultural resources, shadow, noise, air quality, and hazardous materials. Additionally, the PEIR identified significant cumulative impacts related to land use, transportation, and cultural resources. Mitigation measures were identified for the above impacts and reduced all impacts to less-than-significant except for those related to land use (cumulative impacts on PDR use), transportation (program-level and cumulative traffic impacts at nine intersections; program-level and cumulative transit impacts on seven Muni lines), cultural resources (cumulative impacts from demolition of historical resources), and shadow (program-level impacts on parks).

The proposed project would include moving the existing four-unit residential building 23 feet to the east (toward San Jose Avenue) from its current location on the lot and the addition of 8,670 square feet of residential use and eight dwelling units and one ADU. The proposed project would include a vertical addition of one story and a horizontal addition to the rear of the existing two-story building. The resulting building would be three stories over basement, contain 12 dwelling units and one ADU, and extend 40 feet to the roofline with an additional 3 feet to

4 San Francisco Planning Department, *Preliminary Project Assessment: 350-352 San Jose Avenue,* February 8, 2018. Available for review on the San Francisco Property Information Map, which can be accessed at https://sfplanninggis.org/PIM/. Individual files can be viewed by clicking on the Planning Applications link, clicking the "More Details" link under the project's environmental record number 2017-015039PPA and then clicking on the "Related Documents" link.

5 San Francisco Planning Department, *Eastern Neighborhoods Rezoning and Area Plans Final Environmental Impact Report*, Planning Department Record No. 2004.0160E, State Clearinghouse No. 2005032048, certified August 7, 2008. Available online at: https://sfplanning.org/environmental-review-documents?field_environmental_review_categ_target_id=214&items_per_page=10, accessed April 24, 2019.

the top of the rooftop mechanical features. As discussed below in this initial study, the proposed project would not result in new significant environmental effects, or effects of greater severity than were already analyzed and disclosed in the Eastern Neighborhoods PEIR.

Regulatory Changes

Since the certification of the Eastern Neighborhoods PEIR in 2008, several new policies, regulations, statutes, and funding measures have been adopted, passed, or are underway that affect the physical environment and/or environmental review methodology for projects in the Eastern Neighborhoods plan areas. As discussed in each topic area referenced below, some of these policies, regulations, statutes, and funding measures have implemented or will implement certain mitigation measures or will reduce impacts determined to be less-than-significant in the PEIR. New and changed policies and regulations relevant to this initial study include:

- State legislation amending CEQA to eliminate consideration of aesthetics and parking impacts for infill projects in transit priority areas, effective January 2014.
- State legislation amending CEQA and San Francisco Planning Commission resolution 19579 replacing level of service analysis of automobile delay with vehicle miles traveled analysis, effective March 2016.
- San Francisco Bicycle Plan update adoption in June 2009, Better Streets Plan adoption in 2010, Transit Effectiveness Project (aka "Muni Forward") adoption in March 2014; Vision Zero adoption by various city agencies in 2014; Propositions A (Transportation and Road Improvement Bond) and B (Transportation Set-Aside) passage in November 2014; and the Transportation Sustainability Program consisting of adoption of a transportation sustainability fee, effective January 2016; and adoption of a transportation demand management program, effective March 2017.
- San Francisco ordinance establishing Noise Regulations Related to Residential Uses near Places of Entertainment effective June 2015 (see initial study Noise section).
- San Francisco ordinances establishing Construction Dust Control, effective July 2008, and Enhanced Ventilation Required for Urban Infill Sensitive Use Developments, amended December 2014 (see initial study Air Quality section).
- San Francisco Clean and Safe Parks Bond passage in November 2012 and San Francisco Recreation and Open Space Element of the General Plan adoption in April 2014 (see initial study Recreation section).
- San Francisco Health Code Article 22A amendments effective August 2013 (see initial study Hazardous Materials section).

CEQA Section 21099

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

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

The proposed project meets each of the above three criteria and thus, this checklist does not consider aesthetics or parking in determining the significance of project impacts under CEQA.[6]

E.1 Land Use and Land Use Planning

Eastern Neighborhoods PEIR Land Use and Planning Findings

The Eastern Neighborhoods PEIR determined that implementation of the rezoning and area plans would not create any new physical barriers in the Eastern Neighborhoods plan areas because the rezoning and area plans do not provide for any new major roadways, such as freeways that would disrupt or divide the plan areas or individual neighborhoods or subareas. The Eastern Neighborhoods Rezoning and Area Plans establishes the applicable land use controls (e.g., allowable uses, height, and bulk) for new development within the plan area and the PEIR determined that the plan is consistent with various plans, policies, and regulations. Further, projects proposed under the plan must comply with all applicable regulations and thus would not cause a significant environmental impact due to a conflict with plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect. The Eastern Neighborhoods PEIR determined that adoption of the rezoning and area plans would result in an unavoidable significant impact on land use character due to the cumulative loss of industrial (PDR) building space. Subsequent CEQA case law since certification of the Eastern Neighborhoods PEIR has clarified that "community character" itself is not a physical environmental effect.[7] Therefore, consistent with Appendix G of the CEQA Guidelines, analysis concerning land use character has been removed from further evaluation in this project-specific initial study.

Project Analysis

Topics:	*Significant Impact Peculiar to Project or Project Site*	*Significant Impact not Identified in PEIR*	*Significant Impact due to Substantial New Information*	*No Significant Impact not Previously Identified in PEIR*
Would the project:				
a) Physically divide an established community?	☐	☐	☐	☒
b) Cause a significant physical environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒

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

6 San Francisco Planning Department, Eligibility Checklist: CEQA Section 21099 – Modernization of Transportation Analysis for 350-352 San Jose Avenue, September 21, 2020.

7 Preserve Poway v. City of Poway, 245 Cal.App.4th 560.

E.1.b) The proposed project is consistent with the development density established in the Eastern Neighborhoods Rezoning and Area Plans and must be compliant with all applicable regulations and therefore would not cause a significant physical environmental impact due to a conflict with applicable land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect.

Cumulative Analysis

The proposed project would have no impact with respect to physically dividing a community or causing a significant physical environmental impact due to a conflict with an applicable land use plan, policy, or regulation and, therefore, would not have the potential to contribute to a significant cumulative impact related to land use and land use planning.

Conclusion

The proposed project would not result in a significant project-level or cumulative land use impact. Therefore, the proposed project would not result in significant physical environmental land use impacts not already disclosed in the Eastern Neighborhoods PEIR.

E.2 Population and Housing

Eastern Neighborhoods PEIR Population and Housing Findings

The PEIR concluded that adoption of the rezoning and area plans: "would induce substantial growth and concentration of population in San Francisco." The PEIR states that the increase in population expected to occur as a result of the proposed rezoning and adoption of the area plans would not, in itself, result in adverse physical effects, and would serve to advance key city policy objectives, such as providing housing in appropriate locations next to Downtown and other employment generators and furthering the city's transit first policies. It was anticipated that the rezoning would result in an increase in both housing development and population in all of the area plan neighborhoods. The Eastern Neighborhoods PEIR determined that the anticipated increase in population and density would not directly result in significant adverse physical effects on the environment. However, the PEIR identified significant cumulative impacts on the physical environment that would result indirectly from growth afforded under the rezoning and area plans, including impacts on land use, transportation, air quality, and noise. The PEIR contains detailed analyses of these secondary effects under each of the relevant resource topics and identifies mitigation measures to address significant impacts where feasible.

The PEIR determined that implementation of the rezoning and area plans would not have a significant physical environmental impact from the direct displacement of existing residents, and that each of the rezoning options considered in the PEIR would result in less displacement as a result of unmet housing demand than would be expected under the *no-project* scenario because the addition of new housing would provide some relief to housing market pressure without directly displacing existing residents. However, the PEIR also noted that residential displacement is not solely a function of housing supply, and that adoption of the rezoning and area plans could result in indirect, secondary effects through gentrification that could displace some residents. The PEIR discloses that the rezoned districts could transition to higher-value housing, which could result in gentrification and displacement of lower-income households, and states moreover that existing lower-income residents of the Eastern Neighborhoods, who also disproportionally live in crowded conditions and in rental units,

are among the most vulnerable to displacement resulting from neighborhood change. The PEIR found, however, that gentrification and displacement that could occur under the Eastern Neighborhoods Rezoning and Area Plans would not result in increased physical environmental impacts beyond those disclosed in the PEIR.

Project Analysis

Topics:	*Significant Impact Peculiar to Project or Project Site*	*Significant Impact not Identified in PEIR*	*Significant Impact due to Substantial New Information*	*No Significant Impact not Previously Identified in PEIR*
Would the project:				
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	☒
b) Displace substantial numbers of existing people or housing units necessitating the construction of replacement housing?	☐	☐	☐	☒

E.2.a) The proposed project would include moving the existing four-unit residential building 23 feet to the east (toward San Jose Avenue) from its current location on the lot and the addition of 8,670 square feet of residential use and eight dwelling units and an ADU. The proposed project would include a vertical addition of one story and a horizontal addition to the rear of the existing two-story building. The resulting building would be three stories over basement, contain 12 dwelling units and one ADU, and extend 40 feet to the roofline with an additional 3 feet to the top of the rooftop mechanical features. Based on the average household size of 2.36[8] and number of units, the proposed project would increase new residents by 21 at the project site.

The Association of Bay Area Governments (ABAG) prepares projections of employment and housing growth for the Bay Area. The latest projections were prepared as part of Plan Bay Area 2040, adopted by ABAG and the Metropolitan Transportation Commission in 2017. The growth projections for San Francisco County anticipate an increase of 137,800 households and 295,700 jobs between 2010 and 2040,[9] which is consistent with the housing element and other adopted plans.

The project's eight new units and one ADU would contribute to growth that is projected by ABAG. As part of the planning process for Plan Bay Area, San Francisco identified *priority development areas*, which are areas where new development will support the day-to-day needs of residents and workers in a pedestrian-friendly environment served by transit. The project site is located within the Eastern Neighborhoods priority development area; thus, it would be implemented in an area where new population growth is both anticipated and encouraged.

The project would also be located in a developed urban area with available access to necessary infrastructure and services (transportation, utilities, schools, parks, hospitals, etc.). Since the project site is located in an established urban neighborhood and is not an infrastructure project, it would not indirectly induce substantial population

8 U.S. Census Bureau, San Francisco County, California, Households, Persons per household, 2014-2018. Available online at: https://www.census.gov/quickfacts/sanfranciscocountycalifornia. Accessed September 21, 2020.

9 Metropolitan Transportation Commission and Association of Bay Area Government, *Plan Bay Area 2010 Final Supplemental Report: Land Use and Modeling Report.* July 2017. This document is available online at: http://2040.planbayarea.org/reports. Accessed November 7, 2018.

growth. The physical environmental impacts resulting from housing and employment growth generated by the project are evaluated in the relevant resources topics in this initial study.

E.2.b) The proposed project would not permanently displace any residents or housing units. One tenant would be temporarily rehoused during the construction of the project and then allowed to return to the building when complete.[10] Therefore, the proposed project would have no direct impact related to the displacement of housing units or people and would not necessitate the construction of replacement housing elsewhere that could result in physical environmental effects.

Cumulative Analysis

The cumulative context for the population and housing topic is the City and County of San Francisco. The proposed project would provide housing units and commercial space that would result in increases in population (households and jobs). As discussed above, San Francisco is anticipated to grow by 137,800 households and 295,700 jobs between 2010 and 2040. Between 2010 and 2017, San Francisco's population grew by approximately 13,000 households and 137,200 jobs, leaving approximately 124,839 households and 158,486 jobs projected for San Francisco through 2040.[11,12] As of the first quarter of 2020, approximately 70,800 net new housing units are in the pipeline, i.e., are either under construction, have building permits approved or filed, or applications filed, including remaining phases of major multi-phased projects.[13] Conservatively assuming that every housing unit in the pipeline is developed and at 100 percent occupancy (no vacancies), the pipeline (which includes the proposed project) would accommodate an additional 70,800 households. The pipeline also includes projects with land uses that would result in an estimated 94,179 new employees.[14,15] As such, cumulative household and employment growth is below the ABAG projections for planned growth in San Francisco. Therefore, the proposed project in combination with citywide development would not result in significant cumulative environmental effects associated with inducing unplanned population growth or displacing substantial numbers of people or housing, necessitating the construction of replacement housing elsewhere.

Conclusion

The proposed project would contribute a small portion of the growth anticipated within the Eastern Neighborhoods plan area under the Eastern Neighborhoods Rezoning and Area Plans as well as for San Francisco as a whole under Plan Bay Area. The project's incremental contribution to this anticipated growth would not result in a significant individual or cumulative impact related to population and housing. Therefore, the proposed project would not result in significant physical environmental impacts related to population and housing that were not identified in the Eastern Neighborhoods PEIR.

10 Nunemacher, James, CEO, Vanguard Properties (Project Sponsor), e-mail correspondence with Megan Calpin, Environmental Planner, San Francisco Planning Department, April 26, 2018.

11 U.S. Census Bureau, American Fact Finder, 2010 Demographic Profile Data and 2010 Business Patterns, San Francisco County. Available online at: https://factfinder.census.gov/faces/nav/jsf/pages/programs.xhtml?program=dec. Accessed April 10, 2019.

12 U.S. Census Bureau, Quick Facts, San Francisco County, California, Population Estimates July 1, 2017 and Households 2013-2017. Available online at: https://www.census.gov/quickfacts/sanfranciscocountycalifornia. Accessed April 10, 2019.

13 San Francisco Planning Department, 2020 Q1. Housing Development Pipeline. Available online at: https://sfplanning.org/project/pipeline-report. Accessed August 19, 2019.

14 Ibid.

13 San Francisco Planning Department, Citywide Division, Information and Analysis Group, Scott Edmundson, March 19, 2019.

E.3 Cultural Resources

Eastern Neighborhoods PEIR Cultural Findings

The Eastern Neighborhoods PEIR determined that future development facilitated through the changes in use districts and height limits under the Eastern Neighborhoods Area Plans could have substantial adverse changes on the significance of both individual historical resources and on historical districts within the plan areas. The PEIR determined that approximately 32 percent of the known or potential historical resources in the plan areas could potentially be affected under the maximum development alternative.[16] The Eastern Neighborhoods PEIR found this impact to be significant and unavoidable.

The Eastern Neighborhoods PEIR determined that development under the area plans and rezoning could result in significant impacts on archeological resources and identified three mitigation measures that would reduce these potential impacts to a less-than-significant level. Eastern Neighborhoods PEIR Mitigation Measure J-1, which applies to properties for which a final *archeological research design and treatment plan* is on file at the Northwest Information Center of the California Historical Resources Information System and at the planning department, requires preparation of an addendum to the existing plan. Mitigation Measure J-2 applies to properties for which no archeological assessment report has been prepared or for which the archeological documentation is incomplete or inadequate to serve as an evaluation of potential effects on archeological resources under CEQA and requires the preparation of a preliminary archeological sensitivity study. Mitigation Measure J-3, which applies to properties in the Mission Dolores Archeological District, requires that a specific archeological testing program be conducted by a qualified archeological consultant with expertise in California prehistoric and urban historical archeology.

Project Analysis

Topics:	*Significant Impact Peculiar to Project or Project Site*	*Significant Impact not Identified in PEIR*	*Significant Impact due to Substantial New Information*	*No Significant Impact not Previously Identified in PEIR*
Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5, including those resources listed in article 10 or article 11 of the San Francisco *Planning Code*?	☐	☐	☐	☒
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☐	☐	☒
c) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☐	☒

E.3.a) Pursuant to CEQA Guidelines sections 15064.5(a)(1) and 15064.5(a)(2), historical resources are buildings or structures that are listed, or are eligible for listing, in the California Register of Historical Resources or are identified in a local register of historical resources, such as Articles 10 and 11 of the San Francisco Planning Code. The existing building was constructed circa 1875 and was evaluated in the planning department's 2010 South Mission

16 The approved Eastern Neighborhoods Area Plan was less intensive than the maximum development alternative analyzed in the PEIR.

Historic Resource Survey. A Historic Resource Evaluation Part 2 (*evaluation*) was prepared for the property.[17] The building at 350-352 San Jose Avenue was assigned a California Register of Historical Resources status code of 3CS—indicating that the property appeared eligible for the National Register of Historic Places as an individual property. Thus, the building is considered to be a historic resource under CEQA.

Planning staff prepared a Preservation Team Review Form based on the proposed design and the evaluation.[18] According to these background documents, the existing property has a variety of character-defining features, mostly on the front façade of the building, including the location of the building within the lot and the large front yard. The rear façade was determined to not be character defining.

Planning department staff reviewed the proposed project, including its relocation approximately 23 feet eastward and determined that, while the project did not conform to all of the Standards, it would not materially impair the historic resource and would not result in an adverse impact under CEQA.[19] Specifically, the department concluded that, with project implementation, the building would retain all character-defining features that mark it as an Italianate-style residence. Although the front yard would be reduced in size, enough of it would be retained that it would be visibly distinct from more recent patterns of urban development that are evident on the subject block, in which buildings are constructed out to the front lot line. And although the building's location would change as a result of being moved forward 23 feet, it would remain on the same lot and its general relationship to its neighbors would be retained.[20]

Therefore, the proposed project would not contribute to the significant historic resource impact identified in the Eastern Neighborhoods PEIR, and no historic resource mitigation measures would apply to the proposed project.

E.3.b) The proposed project is located in the Archeological Mitigation Zone J-2 (Properties with No Previous Studies) of the Eastern Neighborhoods Rezoning and Area Plans FEIR. Accordingly, a site-specific Archaeological Research Design and Treatment Plan (plan) was prepared in compliance with Mitigation Measure J-2. The plan—Archeological Research Design and Treatment Plan, 350 San Jose Avenue—concluded that soils disturbing activities (excavation and foundation support) resulting from the proposed project have the potential to adversely affect archeological deposits and features.[21] According to the plan, soils disturbing activities resulting from the proposed project have moderately-high potential for adversely affecting pre-1905 historic-period archeological resources; if undisturbed historic features exist on the property, they could be present within a few feet beneath the existing concrete and could be encountered in excavations for the new basement. The plan also states that soil disturbing activities have low potential for encountering prehistoric archeological resources, due to distance from former natural water sources, which are an important factor in predicting the locations of prehistoric settlements. The plan states that pre-construction archaeological testing would not be feasible, as portions of the site that would be excavated are presently covered in concrete. Further, focused archaeological testing is not warranted because archival data are insufficient to assist in the prediction of potential locations of historic features: archaeological sensitivity is uniform throughout the site.

17 Watson Heritage Consulting, Historic Resources Evaluation Part 2, August 1, 2018.

18 San Francisco Planning Department, Preservation Team Review Form, April 3, 2019.

19 Since the completion of the preservation team review form in April 2019, the design was updated to reflect further movement of the building to the east by 8 additional feet. A preservation memo was prepared to analyze the updated proposal as of September 17, 2020. Rich Sucre, Memorandum: 350-352 San Jose Avenue, September 22, 2020. The conclusion of the April 2019 preservation team review form and the 2020 Memorandum is the same – the proposed project would not materially impair the historic resource and would not result in a significant impact under CEQA.

20 Ibid.

21 Sonoma State University, Anthropological Studies Center, *Archeological Research Design and Treatment Plan, 350 San Jose Avenue*, San Francisco, CA, August 2018.

Thus, the implementation of an Archeological Monitoring Program (monitoring program) was recommended to take place during any ground-disturbing activity. Mitigation Measure M-J-2 will apply to this project as Project Mitigation Measure 1. The full text of the mitigation measure can be found in Attachment B. Mitigation Monitoring and Reporting Program (MMRP). Under this measure, an archaeological monitor will observe all ground-disturbing activities and, in the event of a discovery during construction, construction work would be stopped and appropriate assessment and treatment be implemented. Based on the assessed low potential for prehistoric archaeological sites, it is not anticipated that human remains would be encountered on the project site. However, archaeological monitoring during construction under Project Mitigation Measure 1 also would ensure that human remains that could unexpectedly be encountered would be protected and Native American consultation would be conducted, consistent with the requirements of Public Resources Code 5097.98.

With implementation of Project Mitigation Measure 1, Archeological Monitoring Program, as described above, the proposed project would have a less-than-significant impact on archaeological resources and previously unknown human remains.

E.3.c) Archeological resources may include human burials. Human burials outside of formal cemeteries often occur in prehistoric or historic period archeological contexts. The potential for the proposed project to affect archeological resources, which may include human burials is addressed above under E.3.b. Furthermore, the treatment of human remains and of associated or unassociated funerary objects must comply with applicable state laws. This includes immediate notification to the county coroner (San Francisco Office of the Chief Medical Examiner) and, in the event of the coroner's determination that the human remains are Native American, notification of the California Native American Heritage Commission, which shall appoint a most likely descendant.[22]

Cumulative Analysis

As discussed above, the proposed project would have no effect on historic architectural resources and therefore would not have the potential to contribute to any cumulative historic resources impact.

The cumulative context for archeological resources and human remains is generally site specific and limited to the immediate construction area. For these reasons, the proposed project, in combination with other cumulative projects, would not result in a cumulatively considerable impact on archeological resources or human remains.

Conclusion

The proposed project would not result in significant impacts to historic resources and impacts to archeological resources would be mitigated to less-than-significant levels with implementation of mitigation measures identified in the Eastern Neighborhoods PEIR. The project sponsor has agreed to implement Project Mitigation Measure 1. Therefore, the proposed project would not result in significant impacts on cultural resources that were not identified in the Eastern Neighborhoods PEIR.

22 California Public Resources Code section 5097.98

E.4 Tribal Cultural Resources

Eastern Neighborhoods PEIR Cultural Findings

Based on discussions with Native American tribal representatives in San Francisco prehistoric archeological resources are presumed to be potential tribal cultural resources. Additionally, based on discussions with Native American tribal representatives, there are no other currently identified tribal cultural resources in San Francisco. Therefore, based on the results of this consultation between the City and County of San Francisco and local Native American tribal representatives, all archaeological resources of Native American origin are assumed to be potential tribal cultural resources. The preferred mitigation of impacts to such resources developed in consultation with local Native American tribal representatives is preservation in place or, where preservation is not feasible, development and implementation of archaeological and public interpretation plans for the resource, in consultation with local Native American tribes. The Eastern Neighborhoods PEIR found that development under the area plans and rezoning could cause a substantial adverse change to the significance of archeological resources because the entire plan area could be considered generally sensitive for archeological resources. On this basis, projects implemented under the PEIR have the potential to result in a substantial adverse change in tribal cultural resources. Eastern Neighborhoods PEIR Mitigation Measure J-2 from Cultural Resources section above would mitigate impacts to tribal cultural resources to a less than significant level as it includes avoidance, as feasible, and interpretation as requested by local Native American tribal representatives.

Project Analysis

Topics:	*Significant Impact Peculiar to Project or Project Site*	*Significant Impact not Identified in PEIR*	*Significant Impact due to Substantial New Information*	*No Significant Impact not Previously Identified in PEIR*
Would the project:				
a) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, or cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: (i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or (ii) A resource determined by the lead agency in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code section 5024.1. In applying the criteria set forth in this subdivision, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☐	☐	☒

E.4.a) As discussed in the Cultural Resources section of this document, the project site has low to moderate sensitivity for prehistoric resources, which may also represent tribal cultural resources. Project Mitigation Measure 1, Archeological Monitoring Program, would require archaeological monitoring during any soils disturbing activities. Additionally, if any tribal cultural resources were found as a result of the soil disturbing activities, consultation with descendant communities would be required. Therefore, the project's proposed excavation to 10 feet below ground surface would not result in a significant impact, should tribal cultural resources be encountered.

Identification of potential tribal cultural resources that would be affected by a project, followed by preservation and/or archaeological treatment and public interpretation, are within the scope of Eastern Neighborhoods Mitigation Measure J-2 from Cultural Resources section above. Consistent with this measure, when an archaeological resource that is a potential tribal cultural resource is found or suspected to be present on a project site, and where the project cannot feasibly be redesigned so as to avoid any adverse effect on the significant archeological resource (that is, to preserve the resource), archaeological treatment would be conducted, and an interpretive plan would be developed and implemented in consultation with an Ohlone representative. With implementation of Project Mitigation Measure 1, the proposed project would have a less-than-significant impact on tribal cultural resources.

Cumulative Analysis

The cumulative context for tribal cultural resources is generally site specific and limited to the immediate construction area. For this reason, the proposed project, in combination with other cumulative projects, would not result in cumulative impacts to tribal cultural resources.

Conclusion

The proposed project's impact to tribal cultural resources would be mitigated to less-than-significant levels with the implementation of Project Mitigation Measures 1, implementing PEIR mitigation measure J-2 as described in the Cultural Resources section above. Therefore, the proposed project would not result in significant impacts to archaeological resources that constitute tribal cultural resources that were not identified in the Eastern Neighborhoods PEIR.

E.5 Transportation and Circulation

Eastern Neighborhoods PEIR Transportation and Circulation Findings

The Eastern Neighborhoods PEIR anticipated that growth resulting from the zoning changes would not result in significant impacts related to pedestrians, bicyclists, loading, or construction traffic. The PEIR states that in general, the analyses of pedestrian, bicycle, loading, emergency access, and construction transportation impacts are specific to individual development projects, and the PEIR stated the department would conduct project-specific analyses for future projects under the plan.

The PEIR anticipated that growth resulting from the zoning changes could result in significant and unavoidable impacts with mitigation on automobile delay and transit (both transit delay and ridership). The PEIR identified Mitigation Measures E-1 through E-11 to address these impacts. The city is responsible for implementing these measures, not developers of individual development projects. At the time of the PEIR, the city could not guarantee

the future implementation of these measures. Since PEIR certification, the city implemented some of these measures (e.g., Transit Effectiveness Project, increased transit funding, and others listed under "Regulatory Changes").

This initial study reflects two changes because of state and local actions. The state amended CEQA to remove automobile delay as a consideration (CEQA section 21099(b)(2)). In March 2016, Planning Commission resolution 19579 implemented this state-level change in San Francisco. In February 2019, the department updated its Transportation Impact Analysis Guidelines (2019 guidelines). With that update, the department deleted the transit capacity criterion. The deletion is consistent with state guidance about the environmental benefits of new transit riders and to reflect funding sources for, and policies that encourage, additional ridership.[23] Accordingly, this initial study does not evaluate the project's impact on automobile delay or transit capacity.

Project Analysis

Topics:	*Significant Impact Peculiar to Project or Project Site*	*Significant Impact not Identified in PEIR*	*Significant Impact due to Substantial New Information*	*No Significant Impact not Previously Identified in PEIR*
Would the project:				
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☐	☐	☒
b) Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	☐	☐	☐	☒
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses?	☐	☐	☐	☒
d) Result in inadequate emergency access?	☐	☐	☐	☒

E.5.a to d) The department estimated the number of trips and ways people would travel to and from the site. The department estimated these trips using data and methodology in the department's 2019 guidelines.[24] Table 2 presents daily person and vehicle trip estimates. Table 3 presents p.m. peak hour estimates.

Table 2: Person and Vehicle Trip Estimates – Daily

	DAILY PERSON TRIPS						*Daily Vehicle Trips*[1]
Land Use	*Automobile*	*For-Hire*	*Transit*	*Walking*	*Bicycling*	*Total*	
Residential	35	3	17	31	4	90	29
Project Total	**35**	**3**	**17**	**31**	**4**	**90**	**29**

Automobile person trips, accounting for average vehicle occupancy data.

Source: San Francisco Planning Department, Transportation Impact Analysis Guidelines.

23 San Francisco Planning Department, "Transportation Impact Analysis Guidelines Update: Summary of Changes Memorandum", February 14, 2019.

24 San Francisco Planning Department, *Transportation Calculations for 350-352 San Jose Avenue*, September 21, 2020.

Table 3: Person and Vehicle Trip Estimates – P.M. Peak Hour

	P.M. PEAK HOUR PERSON TRIPS						P.M. Peak Hour Vehicle Trips[1]
Land Use	*Automobile*	*For-Hire*	*Transit*	*Walking*	*Bicycling*	*Total*	
Residential	3	0	2	3	0	8	3
Project Total	**3**	**0**	**2**	**3**	**0**	**8**	**3**

Automobile person trips, accounting for average vehicle occupancy data.

Source: San Francisco Planning Department, Transportation Impact Analysis Guidelines.

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

Construction

The 2019 guidelines set forth screening criteria for types of construction activities that would typically not result in significant construction-related transportation effects. Project construction would last 14 months. During construction, including the relocation of the existing structure within the project site, the project may result in temporary closures of the public right-of-way. These closures may include the sidewalk in front of the project site along San Jose Avenue. Given the project site context and construction duration and magnitude, the project meets the screening criteria.

Further, the project would be subject to the San Francisco Regulations for Working in San Francisco Streets (the blue book). The blue book is prepared and regularly updated by the San Francisco Municipal Transportation Agency, under the authority derived from the San Francisco Transportation Code. It serves as a guide for contractors working in San Francisco streets. The blue book establishes rules and guidance so that construction work can be done safely and with the least possible interference with pedestrian, bicycle, transit, and vehicular traffic. Therefore, the project would have a less-than-significant construction-related transportation impact.

Potentially Hazardous Conditions and Accessibility

The project does not propose any permanent changes to the right of way and would replace one curb cut along San Jose Avenue. The project site currently has off-street parking capacity for up to five vehicles and remove all vehicle parking spaces. The existing approximately 10-foot curb cut along San Jose Avenue would be replaced. The existing driveway that goes underneath a portion of the building would be filled in for dwelling unit development and the creation of the proposed below-grade ADU. The project would add three p.m. peak hour vehicle trips. These vehicle trips would likely start from or end at project's new driveway and be dispersed along nearby streets. This number of vehicles trips that would be accessing the driveway and crossing over the sidewalk or along adjacent streets shared by emergency services is not substantial.

People driving would have adequate visibility of people walking or bicycling and private vehicles. In addition, the proposed changes would reduce pedestrian-vehicle conflicts because no vehicles would cross the sidewalk in front of the project site. Further, the project would not include any changes to the public right-of-way. Therefore, the project would have less-than-significant potentially hazardous conditions and accessibility impacts.

Public Transit Delay

The 2019 guidelines set forth a screening criterion for projects that would typically not result in significant public transit delay effects. The project would add 3 p.m. peak hour vehicle trips, which is less than the screening

criterion of 300. Therefore, the project meets the screening criterion and the project would have a less-than-significant public transit delay impact.

Vehicle Miles Traveled

The 2019 guidelines set forth screening criteria for types of projects that would typically not result in significant vehicle miles traveled impacts. The project site is an area where existing vehicle miles traveled per capita is more than 15 percent below the existing regional per capita average. The project meets this locational screening criterion and the project would have a less-than-significant vehicle miles traveled impact.

The project also meets the proximity to transit screening criterion. The project site is within one-half mile of an existing major transit stop or an existing stop along a high-quality transit corridor and the project meets other characteristic requirements. This screening criterion also indicates the project would not cause substantial additional VMT.

Loading

During the average and peak period, the project's freight and delivery loading demand would be 0.02 spaces. The project would not provide any commercial loading spaces. Therefore, the project's increase in freight and delivery loading demand would be negligible and would not therefore result in significant impacts on transit or safety.

During the peak period, the project's passenger loading demand is 0.01 trips. The project would not provide any passenger loading spaces. Therefore, the project's increase in passenger loading demand would be negligible and would not therefore result in significant impacts on transit or safety.

Cumulative Analysis

Construction

The cumulative projects listed in the Cumulative Setting section of this initial study could have construction timelines overlapping with the project's construction activities. None of the cumulative projects are within the same block of the project site. The cumulative projects would be subject to the blue book. Given the context and temporary duration and magnitude of the cumulative projects' construction and the regulations that each project would be subject to, the project, in combination with cumulative projects, would not result in a significant cumulative construction-related transportation impact.

Potentially Hazardous Conditions and Accessibility

The PEIR disclosed that vehicular and other ways of travel (e.g., walking, bicycling) volumes would increase in the Eastern Neighborhoods because of the plan and other cumulative projects. This volume increase would result in a potential for more conflicts between various ways of travel. None of the cumulative projects are within the project block. Therefore, no potentially hazardous conditions would arise from the cumulative condition.

The vehicle trips from these cumulative projects would not combine to result in a potentially hazardous condition at any nearby vehicular turning movement. These cumulative projects would also not block access to a substantial number of people walking within the sidewalk. As described above, the project would not include any changes to the public right-of-way. Cumulative projects would not occur within the project block or shared intersections. Therefore, the project, in combination with cumulative projects, would not result in significant cumulative potentially hazardous conditions and accessibility impacts.

Public Transit Delay

Public transit delay typically occurs from traffic congestion, including transit reentry, and passenger boarding delay. The PEIR used transit delay as a significance criterion. The PEIR identified significant and unavoidable traffic

congestion impacts on streets that public transit travels upon (e.g., Seventh, Eighth, and Townsend streets) and significant transit ridership impacts which would delay transit (e.g., 22-Fillmore and 27-Bryant). The PEIR identified mitigation measures to be implemented by the city: E-6, E-10, and E-11 (related to traffic congestion and transit delay) and E-5 to E-8 (related to ridership and transit delay).

The project would add 3 p.m. peak hour vehicle trips and 2 p.m. peak hour transit trips. These trips would be dispersed along 26th Street, San Jose Avenue, Guerrero Street, and Valencia Street among BART, 14 Mission, and 14R Mission, 49 Mission-Van Ness. This minor number of trips would not contribute considerably to cumulative transit delay. Therefore, the proposed project would not result in new or more severe transit delay impacts than were identified in the Eastern Neighborhoods PEIR.

Vehicle Miles Traveled

VMT by its nature is largely a cumulative impact. As described above, the project would not exceed the project-level quantitative thresholds of significance for VMT. Furthermore, the project site is an area where projected year 2040 VMT per capita is more than 15 percent below the future regional per capita average. Therefore, the project, in combination with cumulative projects, would not result in a significant cumulative VMT impact.

Loading

None of the cumulative projects are on the same block as the project site. Given the cumulative projects would not result in a loading deficit, the project, in combination with cumulative projects, would not result in a significant cumulative loading impact.

Conclusion

The Eastern Neighborhoods PEIR projected substantial increases in public transit delay. For the reasons described above, the proposed project would not result in new or more severe transportation and circulation impacts than were identified in the Eastern Neighborhoods PEIR.

E.6 Noise

Eastern Neighborhoods PEIR Noise Findings

The Eastern Neighborhoods PEIR determined that implementation of the Eastern Neighborhoods Area Plans and Rezoning would result in significant noise impacts during construction activities and due to conflicts between noise-sensitive uses in proximity to noisy uses such as PDR, retail, entertainment, cultural/institutional/educational uses, and office uses. The Eastern Neighborhoods PEIR also determined that incremental increases in traffic-related noise attributable to implementation of the Eastern Neighborhoods Area Plans and Rezoning would be less than significant. The Eastern Neighborhoods PEIR identified six noise mitigation measures, three of which may be applicable to development projects under the Eastern Neighborhoods Area Plans.[25] These mitigation measures would reduce noise impacts from construction and noisy land uses to less-than-significant levels.

25 Eastern Neighborhoods PEIR Mitigation Measures F-3, F-4, and F-6 address the siting of sensitive land uses in noisy environments. In a decision issued on December 17, 2015, the California Supreme Court held that CEQA does not generally require an agency to consider the effects of existing environmental conditions on a proposed project's future users or residents except where a project or its residents may exacerbate existing environmental hazards (*California Building Industry Association v. Bay Area Air Quality Management District,* December 17, 2015, Case No. S213478. Available at:

Project Analysis

Topics:	Significant Impact Peculiar to Project or Project Site	Significant Impact not Identified in PEIR	Significant Impact due to Substantial New Information	No Significant Impact not Previously Identified in PEIR
Would the project:				
a) Generate substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☐	☒
b) Generate excessive groundborne vibration or groundborne noise levels?	☐	☐	☐	☒
c) For a project located within the vicinity of a private airstrip or an airport land use plan area, or, where such a plan has not been adopted, in an area within two miles of a public airport or public use airport, would the project expose people residing or working in the area to excessive noise levels?	☐	☐	☐	☒

E.6.a) Increases in ambient noise levels could result from increases in traffic and/or noise-generating equipment or activities. A potentially significant increase in the ambient noise level due to traffic resulting from a proposed project is unlikely unless the project would cause a doubling of existing traffic levels, which is generally assumed to result in a 3 dBA increase in the existing ambient noise environment.[26] An increase of less than 3 dBA is generally not perceptible outside of controlled laboratory conditions.[27] The existing project generates seven daily vehicle trips. The proposed project would generate 29 daily vehicle trips. These vehicle trips would be dispersed along the local roadway network and would not result in a doubling of vehicle trips on roadways in the vicinity of the project site. Therefore, traffic noise impacts resulting from the project would be less than significant.

Eastern Neighborhoods PEIR Mitigation Measure F-5 addresses impacts related to individual projects that include uses that would be expected to generate noise levels in excess of ambient noise in the project vicinity. The proposed construction methods include building relocation, demolition, site preparation, grading, building construction, architectural coating, and paving. The building location and excavation for foundation construction would require the use of equipment that would be considered impact equipment – such as one jack hammer, and one concrete saw. The proposed frequency and duration of those pieces of equipment would be limited and temporary in nature – no more than 4 hours per day for no more than two weeks in total duration. Thus, it is reasonable to assume a less-than-significant noise impact from this limited use of impact tools. The proposed project would result in an approximately 40-foot-tall residential building with 12 dwelling units and one ADU. The

http://www.courts.ca.gov/opinions/documents/S213478.PDF). As noted above, the Eastern Neighborhoods PEIR determined that incremental increases in traffic-related noise attributable to implementation of the Eastern Neighborhoods Area Plans and Rezoning would be less than significant, and thus would not exacerbate the existing noise environment. Therefore, Eastern Neighborhoods Mitigation Measures F-3, F-4, and F-6 are not applicable. Nonetheless, for all noise sensitive uses, the general requirements for adequate interior noise levels of Mitigation Measures F-3 and F-4 are met by compliance with the acoustical standards required under the California Building Standards Code (California Code of Regulations Title 24).

26 Caltrans, *Technical Noise Supplement*, November 2009. Available at: http://www.dot.ca.gov/env/noise/docs/tens-sep2013.pdf . Accessed: December 18, 2017.

27 California Department of Transportation, *Technical Noise Supplement to the Traffic Noise Analysis Protocol*, pp. 2-44 to 2-45, September 2013. Available: http://www.dot.ca.gov/hq/env/noise/pub/TeNS_Sept_2013B.pdf. Accessed July 30, 2017.

proposed project may have some mechanical equipment on the roof, up to three cubic feet, for the finished building's heating and cooling system. This equipment would be subject to the San Francisco Noise Ordinance (Article 29 of the San Francisco Police Code). Given the size of the project and uses proposed, M-F-5 would not apply to this project.

Eastern Neighborhoods PEIR Mitigation Measures F-1 and F-2 relate to construction noise. Mitigation Measure F-1 includes specific measures to reduce noise impacts from pile-driving, and Mitigation Measure F-2 includes general construction-noise control measures for particularly noisy construction procedures (including pile-driving). The proposed foundation is a conventional spread footing.[28] The geotechnical report states that drilled, cast-in-place piers may be used to support improvements. No pile driving is proposed by the project sponsor, thus Mitigation Measure F-1 is not required. The project site is located in a residential neighborhood with no side yard setbacks, thus adjacent residential sensitive receptors are within 10 feet of where construction activities would occur. However, as stated above, the brief and temporary duration of the use of a jack hammer and concrete saw would not extend beyond a two-week period and therefore are considered to be temporary and limited in duration. Thus, Mitigation Measure F-2: Construction Noise would not apply to the proposed project.

In addition, all construction activities for the proposed project (approximately 14 months) would be subject to the San Francisco Noise Ordinance (Article 29 of the San Francisco Police Code). The San Francisco Department of Building Inspection is responsible for enforcing the noise ordinance for private construction projects during normal business hours (8 a.m. to 5 p.m.). The police department is responsible for enforcing the noise ordinance during all other hours. The proposed project would not result in significant construction noise or vibration impacts.

E.6.b) As discussed under E.6.a, the proposed project would not utilize pile driving or other particularly vibratory construction activities, such as vibratory rollers. The geotechnical report proposed a conventional spread footing on improved soils, with the possibility of drilled piers if necessary. The greatest depth of excavation would be up to 10 feet. The proposed project would not require pile driving or other construction equipment that would generate vibration at levels that could result in significant impacts. Therefore, construction vibration impacts to nearby

buildings are not anticipated. Development projects, such as the proposed project, are not typically sources of operational vibration. Therefore, the proposed project would not result in significant impacts related to vibration.

E.6.c) The project site is not located within an airport land use plan area, within 2 miles of a public airport, or in the vicinity of a private airstrip. Therefore, initial study checklist question E.5.c is not applicable to the proposed project.

Cumulative Analysis

The cumulative context for traffic noise analyses are typically confined to the local roadways nearest the project site. As project generated vehicle trips disperse along the local roadway network, the contribution of project-generated traffic noise along any given roadway segment would similarly be reduced. As discussed in initial study checklist question E.6.a, the proposed project would not result in a perceptible increase in traffic noise. Therefore, the proposed project would not result in a considerable contribution to ambient noise levels from project traffic.

The cumulative context for point sources of noise, such as building heating, ventilation and air conditioning systems and construction noise are typically confined to nearby noise sources, usually not further than about 900

28 H. Allen Gruen, Geotechnical Investigation, 350 San Jose Avenue, January 22, 2018. H. Allen Gruen, Addendum to Geotechnical Investigation, 350 San Jose Avenue, April 25, 2019.

feet from the project site.[29] Based on the list of projects under the Cumulative Setting section above, there are three reasonably foreseeable projects within 900 feet of the project site that could combine with the proposed project's noise impacts to generate significant cumulative construction or operational noise. Furthermore, the noise ordinance establishes limits for both construction equipment and for operational noise sources. All projects within San Francisco are required to comply with the noise ordinance. Compliance with the noise ordinance would ensure that no significant cumulative noise impact would occur.

Conclusion

The Eastern Neighborhoods PEIR determined that implementation of the Eastern Neighborhoods Area Plans and Rezoning would result in significant noise impacts during construction activities and due to conflicts between noise-sensitive uses in proximity to noisy uses. The proposed project would not contribute considerably to the noise impacts determined in the Eastern Neighborhoods PEIR and therefore no mitigation is required. The proposed project would not result in new or more severe noise impacts than were identified in the Eastern Neighborhoods PEIR.

E.7 Air Quality

Eastern Neighborhoods PEIR Air Quality Findings

The Eastern Neighborhoods PEIR identified potentially significant air quality impacts resulting from construction activities and impacts to sensitive land uses[30] from exposure to elevated levels of diesel particulate matter (DPM) and other toxic air contaminants (TACs). The Eastern Neighborhoods PEIR identified four mitigation measures that would reduce these air quality impacts to less-than-significant levels and stated that with implementation of identified mitigation measures, development under the area plans would be consistent with the Bay Area 2005 Ozone Strategy, the applicable air quality plan at that time. All other air quality impacts were found to be less than significant. Eastern Neighborhoods PEIR Mitigation Measure G-1 addresses air quality impacts during construction, and PEIR Mitigation Measures G-3 and G-4 address proposed uses that would emit DPM and other TACs.[31]

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

30 The Bay Area Air Quality Management District (BAAQMD) considers sensitive receptors as persons occupying or residing in: 1) residential dwellings, 2) schools, colleges, and universities, 3) daycares, 4) hospitals, and 5) senior care facilities. BAAQMD, *Recommended Methods for Screening and Modeling Local Risks and Hazards*, May 2011, p. 12.

31 The Eastern Neighborhoods PEIR also includes Mitigation Measure G-2, which has been superseded by Health Code Article 38, as discussed below, and is no longer applicable.

Project Analysis

Topics:	Significant Impact Peculiar to Project or Project Site	Significant Impact not Identified in PEIR	Significant Impact due to Substantial New Information	No Significant Impact not Previously Identified in PEIR
Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	☒
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal, state, or regional ambient air quality standard?	☐	☐	☐	☒
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☐	☒
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☐	☒

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

E.7.b) While the Eastern Neighborhoods PEIR determined that at a program-level the Eastern Neighborhoods Rezoning and Area Plans would not result in significant regional air quality impacts, the PEIR states that "individual development projects undertaken in the future pursuant to the new zoning and area plans would be subject to a significance determination based on the BAAQMD's quantitative thresholds for individual projects."[32]

32 San Francisco Planning Department, Eastern Neighborhoods Rezoning and Area Plans Final Environmental Impact Report (PEIR), p. 346. Planning Department Record No. 2004.0160E, State Clearinghouse No. 2005032048, certified August 7, 2008. Available online at: https://sfplanning.org/environmental-review-documents?field_environmental_review_categ_target_id=214&items_per_page=10, accessed April 24, 2019.

In accordance with the state and federal Clean Air Acts, air pollutant standards are identified for the following six criteria air pollutants: ozone, carbon monoxide (CO), particulate matter ($PM_{2.5}$, and PM_{10}[33]), nitrogen dioxide (NO2), sulfur dioxide (SO2), and lead. These air pollutants are termed criteria air pollutants because they are regulated by developing specific public health- and welfare-based criteria as the basis for setting permissible levels. The bay area air basin is designated as either in attainment or unclassified for most criteria pollutants except for ozone, $PM_{2.5}$, and PM_{10}. For these pollutants, the air basin is designated as non-attainment for either the state or federal standards. By its very nature, regional air pollution is largely a cumulative impact in that no single project is sufficient in size to, by itself, result in non-attainment of air quality standards. Instead, a project's individual emissions contribute to existing cumulative air quality impacts. If a project's contribution to cumulative air quality impacts is considerable, then the project's impact on air quality would be considered significant.[34] Regional criteria air pollutant impacts resulting from the proposed project are evaluated below.

Construction Dust Control

Eastern Neighborhoods PEIR Mitigation Measure G-1 Construction Air Quality requires individual projects involving construction activities to include dust control measures and to maintain and operate construction equipment to minimize exhaust emissions of particulates and other pollutants. The San Francisco Board of Supervisors subsequently approved a series of amendments to the San Francisco Building and Health Codes, generally referred to as the Construction Dust Control Ordinance (Ordinance 176-08, effective July 30, 2008). The intent of the dust control ordinance is to reduce the quantity of fugitive dust generated during site preparation, demolition, and construction work to protect the health of the general public and of construction workers, minimize public nuisance complaints, and to avoid orders to stop work in response to dust complaints. Project-related construction activities would result in construction dust, primarily from ground-disturbing activities. In compliance with the dust control ordinance, the project sponsor and contractor responsible for construction activities at the project site would be required to control construction dust on the site through a combination of watering disturbed areas, covering stockpiled materials, street and sidewalk sweeping, and other measures.

The regulations and procedures set forth by the San Francisco Dust Control Ordinance would ensure that construction dust impacts would not be significant. These requirements incorporate and expand upon the dust control provisions of PEIR Mitigation Measure G-1. Therefore, compliance with the dust control ordinance would ensure that the proposed project would not result in substantial amounts of fugitive dust, including particulate matter, during construction activities and portions of PEIR Mitigation Measure G-1 that address construction dust are not required.

Criteria Air Pollutants

The Bay Area Air Quality Management District prepared updated 2017 CEQA Air Quality Guidelines,[35] which provide methodologies for analyzing air quality impacts. These guidelines also provide thresholds of significance for ozone and particulate matter. The planning department uses these thresholds to evaluate air quality impacts under CEQA.

The air district has developed screening criteria to determine whether to undertake detailed analysis of criteria pollutant emissions for construction and operations of development projects. Projects that are below the screening criteria would result in less-than-significant criteria air pollutant impacts, and no further project-specific

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

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

35 Bay Area Air Quality Management District, CEQA Air Quality Guidelines, updated May 2017.

analysis is required. The proposed project would add eight dwelling units and one ADU to an existing four-unit residential building. The screening criteria for construction criteria air pollutants for a mid-rise apartment building is 240 dwelling units for construction and 494 dwelling units for operations.[36] Therefore, because the proposed project is below the construction and operational screening levels for criteria air pollutants, the proposed project would not result in a significant impact with regards to violating an air quality standard or resulting in a cumulatively considerable net increase in criteria air pollutants.

E.7.c) In addition to regional criteria air pollutants analyzed above, the following air quality analysis evaluates localized health risks to determine whether sensitive receptors would be exposed to substantial pollutant concentrations. Since certification of the PEIR, the San Francisco Board of Supervisors approved amendments to the San Francisco Building and Health Codes, referred to as Enhanced Ventilation Required for Urban Infill Sensitive Use Developments or Health Code, article 38 (Ordinance 224-14, amended December 8, 2014). The purpose of article 38 is to protect the public health and welfare by establishing an *air pollutant exposure zone* and imposing an enhanced ventilation requirement for all new sensitive uses within this zone. The air pollutant exposure zone as defined in article 38 includes areas that exceed health protective standards for cumulative $PM_{2.5}$ concentration and cumulative excess cancer risk and incorporates health vulnerability factors and proximity to freeways. Projects within the air pollutant exposure zone require special consideration to determine whether the project's activities would expose sensitive receptors to substantial air pollutant concentrations or add emissions to areas already adversely affected by poor air quality.

The project site is located within the 2020 updated air pollutant exposure zone. Because the project site permit application was deemed accepted prior to the publication of the 2020 air pollutant exposure zone, the project is not subject to article 38 requirements.[37]

Construction Health Risk

The project site is located within an identified air pollutant exposure zone; therefore, the ambient health risk to sensitive receptors from air pollutants is considered substantial. The proposed project would require heavy-duty off-road diesel vehicles and equipment during approximately one month of the anticipated 14-month construction period.[38] Thus, Project Mitigation Measure M-AQ-2, Project Mitigation Measure 2, Construction Air Quality, has been identified to implement the portions of Eastern Neighborhoods PEIR Mitigation Measure G-1 related to emissions exhaust by requiring construction equipment with lower emissions. This measure would reduce diesel particulate matter exhaust from construction equipment by 89 to 94 percent compared to uncontrolled construction equipment.[39] Therefore, impacts related to construction health risks would be less than significant through implementation of Project Mitigation Measure 2, Construction Air Quality.

36 Ibid.

37 Jonathan Piakis, Environmental Health Branch, San Francisco Department of Public Health, e-mail correspondence with Megan Calpin, Environmental Planning Division, June 12, 2020.

38 SIA Consulting, *AQ Construction Information*, October 1, 2019.

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

Operational Health Risks

The proposed project would not be expected to generate 100 trucks per day or 40 refrigerated trucks per day. Therefore, Eastern Neighborhoods PEIR Mitigation Measure G-3 is not applicable. The project's incremental increase in localized TAC emissions resulting from new vehicle trips would be minor and would not contribute substantially to localized health risks. The proposed project would not install a backup diesel generator; therefore, it would not be subject to the mitigation measure that requires best control technology for diesel generators (implementing relevant portions of Eastern Neighborhoods PEIR Mitigation Measure G-4). Cumulative air quality impacts would be considered less than significant.

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

Cumulative Analysis

As discussed above, regional air pollution is by its nature a cumulative impact. Emissions from past, present, and future projects contribute to the region's adverse air quality on a cumulative basis. No single project by itself would be sufficient in size to result in regional nonattainment of ambient air quality standards. Instead, a project's individual emissions contribute to existing cumulative adverse air quality impacts.[40] The project-level thresholds for criteria air pollutants are based on levels by which new sources are not anticipated to contribute to an air quality violation or result in a considerable net increase in criteria air pollutants. Therefore, because the proposed project's construction and operational (Topic E.7.b) emissions would not exceed the project-level thresholds for criteria air pollutants, the proposed project would not result in a cumulatively considerable contribution to regional air quality impacts.

As discussed above, the project site is located in an area that already experiences poor air quality. The project would add new sources of TACs (e.g., construction new vehicle trips and off-road construction equipment) within an area already adversely affected by poor air quality, resulting in a considerable contribution to cumulative health risk impacts on nearby sensitive receptors. This would be a significant cumulative impact. The proposed project would be required to implement Mitigation Measure M-AQ-2, Construction Air Quality, which could reduce construction period emissions by as much as 94 percent. Implementation of this mitigation measure would reduce the project's contribution to cumulative localized health risk impacts to a less-than-significant level.

Conclusion

As explained above, the proposed project would not result in any significant air quality impacts, either individually or cumulatively that were not identified in the PEIR and none of the Eastern Neighborhoods PEIR air quality mitigation measures are applicable to the proposed project.

measure would result in between an 89 percent (0.0675 g/bhp-hr) and 94 percent (0.0225 g/bhp-hr) reduction in PM emissions, as compared to equipment with Tier 1 (0.60 g/bhp-hr) or Tier 0 engines (0.40 g/bhp-hr).

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

E.8 Greenhouse Gas

Eastern Neighborhoods PEIR Greenhouse Gas Emissions Findings

The Eastern Neighborhoods PEIR analyzed greenhouse (GHG) emissions that could result from the anticipated development under the three rezoning options. The Eastern Neighborhoods Rezoning Options A, B, and C are anticipated to result in GHG emissions on the order of 4.2, 4.3 and 4.5 metric tons of CO_2E[41] per service population,[42] respectively. The Eastern Neighborhoods PEIR concluded that the resulting GHG emissions from the three options analyzed in the Eastern Neighborhoods Area Plans would be less than significant. No mitigation measures were identified in the PEIR.

Project Analysis

Topics:	*Significant Impact Peculiar to Project or Project Site*	*Significant Impact not Identified in PEIR*	*Significant Impact due to Substantial New Information*	*No Significant Impact not Previously Identified in PEIR*
Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☐	☒
b) Conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☐	☒

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

Subsequent to adoption of the Eastern Neighborhoods Rezoning and Area Plans, the air district updated its guidelines (see discussion in Topic E.7, Air Quality). The updated guidelines address the analysis of 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 and allow for projects that are consistent with an adopted GHG reduction strategy to conclude that the project's individual GHG impact is less than significant. San Francisco's Strategies to Address Greenhouse Gas Emissions[43] presents a comprehensive assessment of policies, programs, and ordinances that collectively represent San Francisco's GHG reduction strategy in compliance with the air district and CEQA guidelines. These GHG reduction actions resulted in a 36

41 CO_2E, defined as equivalent Carbon Dioxide, is a quantity that describes other greenhouse gases in terms of the amount of Carbon Dioxide that would have an equal global warming potential.

42 Jessica Range, San Francisco Planning Department, *Greenhouse Gas Analyses for Community Plan Exemptions in Eastern Neighborhoods*, April 20, 2010.

43 San Francisco Planning Department, *Strategies to Address Greenhouse Gas Emissions in San Francisco,* November 2010. Available at http://sfmea.sfplanning.org/GHG_Reduction_Strategy.pdf, accessed April 24, 2019.

percent reduction in GHG emissions in 2017 compared to 1990 levels,[44] exceeding the year 2020 reduction goals outlined in the air district's 2010 Clean Air Plan,[45] Executive Order S-3-05[46], and Assembly Bill 32 (also known as the Global Warming Solutions Act).[47,48] In addition, San Francisco's GHG reduction goals are consistent with, or more aggressive than, the long-term goals established under Executive Orders S-3-05[49], B-30-15,[50,51] and Senate Bill 32.[52,53,54] Therefore, projects that are consistent with San Francisco's GHG Reduction Strategy would not result in GHG emissions that would have a significant effect on the environment and would not conflict with state, regional, and local GHG reduction plans and regulations.

The proposed project would be subject to regulations adopted to reduce GHG emissions as identified in the GHG reduction strategy and demonstrated in the GHG checklist completed for the proposed project.[55] The proposed project would comply with applicable regulations that would reduce the project's GHG emissions related to energy use, waste disposal, wood burning, and use of refrigerants. Therefore, the proposed project would not generate significant GHG emissions and would not conflict with state, regional, and local GHG reduction plans and regulations.

Conclusion

For the reasons stated above, the proposed project would not result in a significant individual or cumulative GHG impact. Therefore, the proposed project would not result in significant GHG impacts that were not identified in the Eastern Neighborhoods PEIR.

44 San Francisco Department of the Environment, *San Francisco's Carbon Footprint.* Available at https://sfenvironment.org/carbon-footprint, accessed April 24, 2019.

45 Bay Area Air Quality Management District, *Clean Air Plan*, September 2010. Available at http://www.baaqmd.gov/plans-and-climate/air-quality-plans/current-plans, accessed March 3, 2016.

46 Office of the Governor, *Executive Order S-3-05,* June 1, 2005. Available at https://www.gov.ca.gov/news.php?id=1861, accessed March 3, 2016.

47 California Legislative Information, *Assembly Bill 32*, September 27, 2006. Available at http://www.leginfo.ca.gov/pub/05-06/bill/asm/ab_0001-0050/ab_32_bill_20060927_chaptered.pdf, accessed March 3, 2016.

48 Executive Order S-3-05, Assembly Bill 32, and the Bay Area 2010 Clean Air Plan set a target of reducing GHG emissions to below 1990 levels by year 2020.

49 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 $MTCO_2E$); by 2020, reduce emissions to 1990 levels (approximately 427 million $MTCO_2E$); and by 2050 reduce emissions to 80 percent below 1990 levels (approximately 85 million $MTCO_2E$).

50 Office of the Governor, *Executive Order B-30-15, April 29, 2015.* Available at https://www.gov.ca.gov/news.php?id=18938, accessed March 3, 2016. Executive Order B-30-15 sets a state GHG emissions reduction goal of 40 percent below 1990 levels by the year 2030.

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

52 Senate Bill 32 amends California Health and Safety Code Division 25.5 (also known as the California Global Warming Solutions Act of 2006) by adding Section 38566, which directs that statewide greenhouse gas emissions to be reduced by 40 percent below 1990 levels by 2030.

53 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.

54 Executive Order B-15-18, which was signed in September 2018, establishes a statewide goal to achieve carbon neutrality as soon as possible, and no later than 2045, and achieve and maintain net negative emissions after. Available at https://www.gov.ca.gov/wp-content/uploads/2018/09/9.10.18-Executive-Order.pdf, accessed September 25, 2018. The statewide executive order is slightly more aggressive than the commitment made by Mayor Mark Farrell in April 2018 for the City to reach net-zero greenhouse gas emissions by 2050. The San Francisco Department of the Environment is currently developing a plan to meet the goal of carbon neutrality.

55 San Francisco Planning Department, *Greenhouse Gas Analysis: Compliance Checklist for 350-352 San Jose Avenue, November 5, 2018.*

E.9 Wind

Eastern Neighborhoods PEIR Wind Findings

The Eastern Neighborhoods PEIR concluded that wind impacts resulting from the development under the Eastern Neighborhoods Area Plans would be less than significant. No mitigation measures were identified in the PEIR.

Project Analysis

Topics:	*Significant Impact Peculiar to Project or Project Site*	*Significant Impact not Identified in PEIR*	*Significant Impact due to Substantial New Information*	*No Significant Impact not Previously Identified in PEIR*
Would the project:				
a) Create wind hazards in publicly accessible areas of substantial pedestrian use?	☐	☐	☐	☒

E.9.a) To determine whether a project would alter wind in a manner that substantially affects public areas, the planning department applies the wind hazard criterion established in section 148 of the San Francisco Planning Code. In accordance with section 148, a project would result in hazardous wind conditions if it would cause ground-level wind speeds that exceed 26 mph for one hour or more per year.[56] In most cases, projects under 80 feet in height do not result in wind impacts in accordance with this criterion. Although the proposed 40-foot-tall building would be taller than the immediately adjacent buildings, it is less than 80 feet tall, and would be similar in height to existing buildings on the project block. For the above reasons, the proposed project would not cause significant wind impacts that were not identified in the Eastern Neighborhoods PEIR.

Cumulative

The proposed project would not create any wind impacts. Within 1,500 feet of the project site, one reasonably foreseeable project would be greater than 80 feet tall (2918 Mission Street). No wind impacts were identified in the environmental review of 2918 Mission Street. Therefore, no cumulative wind impacts would occur.[57] For these reasons, the proposed project would not combine with reasonably foreseeable projects in the project vicinity to create significant cumulative wind impacts.

Conclusion

For the reasons stated above, the proposed project would not result in significant wind impacts, either individually or cumulatively. Therefore, the proposed project would not result in significant wind impacts that were not identified in the Eastern Neighborhoods PEIR.

56 San Francisco Planning Code Section 148. Available at: http://library.amlegal.com/nxt/gateway.dll/California/planning/article12dimensionsareasandopenspaces?f=templates$fn=default.htm$3.0$vid=amlegal:sanfrancisco_ca$anc=JD_138.1

57 San Francisco Planning Department, Initial Study – Community Plan Evaluation, 2918-2924 Mission Street, case number 2014.0376ENV.

E.10 Shadow

Eastern Neighborhoods PEIR Shadow Findings

While the Eastern Neighborhoods PEIR evaluated the shadow effects of the proposed community plans and rezoning, it could not conclude with certainty that they would result in less-than-significant shadow impacts because project-specific plans and building elevations are required in order to evaluate whether a proposed project would have a significant shadow impact and these were unknown at that time. Therefore, the Eastern Neighborhoods PEIR determined that development that would occur as a result of implementation of the area plans and rezoning could potentially result in significant and unavoidable shadow impacts. No mitigation measures were identified in the PEIR.

Project Analysis

Topics:	*Significant Impact Peculiar to Project or Project Site*	*Significant Impact not Identified in PEIR*	*Significant Impact due to Substantial New Information*	*No Significant Impact not Previously Identified in PEIR*
Would the project:				
a) Create new shadow that substantially and adversely affects the use and enjoyment of publicly accessible open spaces?	☐	☐	☐	☒

E.10.a) The proposed project would include moving the existing four-unit residential building 23 feet to the east (toward San Jose Avenue) from its current location on the lot, and the addition of 8,670 square feet of residential use and eight dwelling units and one ADU. The proposed project would include a one-story vertical addition and a horizontal addition to the rear of the existing two-story building. The resulting building would be three stories over basement, contain 12 dwelling units and one ADU, and extend 40 feet to the roofline with an additional 3 feet to the top of the rooftop mechanical features. The rear property line of the project site is shared with Juri Commons, a diagonal, through-block public open space operated by the San Francisco Recreation and Park Department (recreation and park department). Juri Commons has a tree-lined walking path spanning the length of the open space, a small play area, benches, planting beds, and a community bulletin board.

Planning code section 295 generally prohibits new structures above 40 feet in height that would cast additional shadows on open space that is under the jurisdiction of the San Francisco Recreation and Park Commission between one hour after sunrise and one hour before sunset, at any time of the year, unless that shadow would not result in a significant adverse effect on the use of the open space. Under the Eastern Neighborhoods Rezoning and Area Plans, sites surrounding parks could be redeveloped with taller buildings without triggering section 295 if those buildings, like the proposed project, do not exceed 40 feet in height. There are nine parks within the Plan Area, including Juri Commons, that were specifically discussed because the Eastern Neighborhood Plan did not recommend any change in height limits on parcels adjacent to them. While the Eastern Neighborhoods PEIR stated that it was unlikely that significant shadow impacts would result from construction to the existing height limits, due to the 40 foot height limit and surrounding streets, the PEIR could not conclude if the rezoning and community plans would result in less-than-significant shadow impacts because the feasibility of complete mitigation for potential new shadow impacts of unknown proposals could not be determined at that time. Therefore, the PEIR determined shadow impacts to be significant and unavoidable for all three of the Plan's proposed zoning options and for the No-Project alternative. No mitigation measures were identified in the PEIR.

The proposed project would not extend above 40 feet in height and therefore does not trigger section 295 review. Nevertheless, for informational purposes, the planning department requested a shadow analysis report to determine whether the project would have the potential to cast new shadow on Juri Commons in a way that could substantially and adversely affect the use and enjoyment of this open space.[58,59] It is noted that the detailed shadow study, which was prepared in April 2019, does not reflect the updated plan set submitted on September 17, 2020. However, the building's shift to the east and other associated revisions reflected in the September 2020 plan set would result in a net reduction in shadow cast by the project as compared to the project iteration analyzed in the April 2019 shadow study. Shadow impacts associated with the project are described below and are based on the April 2019 shadow study; nevertheless, they reflect shadow calculations that are greater and more conservative than would occur with the revised plans and would therefore not result in a greater shadow impact than is discussed below.

The shadow analysis found that, not considering shadow cast by trees or other vegetation, the park is presently in shadow during early morning hours, year-round, with shadow being present from sunrise and receding completely by around 1 p.m at the latest, over the course of the year.[60]

The proposed project would cast net new shadow on Juri Commons year-round. At the summer solstice, there would be some new shading cast on the park between sunrise and 10 am.[61] In the fall and the spring there would be some new shading cast on the park in the morning, which would recede completely by noon.[62] At the winter solstice, the park would experience the largest amount of net new shading, which would occur from one hour after sunrise until just after 2 pm.[63]

The overall size of the new shadows would vary, with the largest new shaded area occupying about 15 percent of Juri Commons; it would range from 2 hours and 45 minutes on the summer solstice to 5 hours and 45 minutes on the winter solstice. As noted above, on the winter solstice, net new shadow would fall on Juri Commons from one hour after sunrise (8:20 am) and be present until about 2 pm.

The area of the park on which the new shadow would fall is currently occupied by landscaping and a paved pathway, areas that are largely transitory in nature and do not contain any active recreational facilities. However, the recreation and park department is in the process of renovating and redesigning Juri Commons.[64] The proposal for the park includes updating the pathway through the park for ADA-compliance and accessibility as well as reprogramming some of the active and passive use areas of the park. The conceptual design was approved in September 2018 by the Recreation and Park Commission under Resolution 1809-002.[65] As of September 2020, construction of this project has begun.[66] The portion of the park that would receive the greatest shade from the proposed project is the area where new active recreation play equipment was proposed under the conceptual

58 San Francisco Planning Department, Initial Shadow Fan, 350-352 San Jose Avenue, June 5, 2018.

59 PreVision Design, Shadow Analysis Report for the Proposed 350 San Jose Avenue Per SF Planning and California Environmental Quality Act (CEQA) Standards, April 23, 2019 Final R3.

60 PreVision Design, Shadow Analysis, page 12.

61 PreVision Design, Shadow Analysis, Exhibit B, pages 16-31.

62 PreVision Design, Shadow Analysis, Exhibit C, pages 32-45.

63 PreVision Design, Shadow Analysis, Exhibit D, pages 45-72.

64 San Francisco Planning Department, case number 2018-009517ENV, Categorical Exemption, August 20, 2018.

65 San Francisco Recreation and Park Commission, September 20, 2018 Meeting Minutes, https://sfrecpark.org/wpcontent/uploads/092018-minutes-1.pdf. Accessed June 14, 2019.

66 San Francisco Recreation and Park Commission, "Juri Commons Construction is Underway!", August 6, 2020, https://sfrecpark.org/CivicAlerts.aspx?AID=344.

design.[67] Therefore, once the renovation is complete, the proposed project would result in increased shadow on the future active use areas of the park, which could substantially and adversely affect the use and enjoyment of those areas.

Development of the proposed 350-352 San Jose Avenue project would result in net new shadow that would affect Juri Commons in a manner that would result in a significant adverse impact that was previously identified in the Eastern Neighborhoods PEIR. Therefore, while the project would contribute to the significant unavoidable shadow impact identified in the Eastern Neighborhoods PEIR, it would not result in any new significant impacts that were not identified or more severe adverse impacts than those analyzed in the PEIR. [68]

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

Cumulative

None of the cumulative projects listed on page 4 would cast shadow on Juri Commons. However, the proposed project's net new shadow on Juri Commons represents a considerable contribution to the cumulative shadow impacts disclosed in the Eastern Neighborhoods PEIR. The Eastern Neighborhoods PEIR determined that cumulative shadow impacts would be significant and unavoidable. Therefore, while the project would contribute to this significant unavoidable impact, it would not result in significant impacts that were previously not identified or more severe adverse impacts than those analyzed in the PEIR.

Conclusion

For the reasons stated above, the proposed project would contribute to a significant shadow impact on Juri Commons, as previously identified in the Eastern Neighborhoods PEIR. The proposed project would also considerably contribute to the cumulative shadow impacts analyzed in the PEIR. Therefore, the proposed project would not result in significant shadow impacts that were not identified in the Eastern Neighborhoods PEIR.

E.11 Recreation

Eastern Neighborhoods PEIR Recreation Findings

The Eastern Neighborhoods PEIR concluded that implementation of the Eastern Neighborhoods Rezoning and Area Plans would not result in substantial or accelerated deterioration of existing recreational resources or require the construction or expansion of recreational facilities that may have an adverse effect on the environment. No

67 San Francisco Recreation and Park Department, Juri Commons Conceptual Design, September 2018, http://sfrecpark.org/wpcontent/uploads/Item-3-Juri-Commons_AttachA-Conceptual-Design-090518.pdf. Accessed June 14, 2019.

68 The April 2019 shadow analysis was based on the existing building being moved 15 feet to the east. The updated plan set as of September 17, 2020, shows the building being moved a total of 23 feet to the east and the massing reduced by 5 feet at third floor southwest corner of the building to mitigate shadow impact on the park. The building's shift to the east and other associated revisions would result in a net reduction in shadow cast by the project as compared to the project as analyzed by the April 23, 2019 study. As compared to the results of that prior analysis, within the affected areas, the shadow consultant anticipates the amount of shadow reduction would be more significant along the western portions of Juri Commons with little to no change in net shadow effect to the central portions of the park. Adam Phillips, PreVision Design, email correspondence with Megan Calpin, Environmental Planner, San Francisco Planning Department, September 21, 2020.

mitigation measures related to recreational resources were identified in the Eastern Neighborhoods PEIR. However, the PEIR identified Improvement Measure H-1: Support for Upgrades to Existing Recreation Facilities. This improvement measure calls for the city to implement funding mechanisms for an ongoing program to repair, upgrade and adequately maintain park and recreation facilities. An update of the Recreation and Open Space Element (ROSE) of the General Plan was adopted in April 2014. The amended ROSE identifies areas within the Eastern Neighborhoods Plan area for acquisition and the locations where new open spaces and open space connections should be built, consistent with PEIR Improvement Measure H-2: Support for New Open Space. Two of these open spaces, Daggett Plaza (16th and Daggett streets) and In Chan Kaajal Park (17th and Folsom streets), both opened in 2017.

Project Analysis

Topics:	*Significant Impact Peculiar to Project or Project Site*	*Significant Impact not Identified in PEIR*	*Significant Impact due to Substantial New Information*	*No Significant Impact not Previously Identified in PEIR*
Would the project:				
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated?	☐	☐	☐	☒
b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	☐	☐	☐	☒

E.11.a) As discussed in Topic E.2, Population and Housing, the proposed project would include moving the existing four-unit residential building 23 feet to the east (toward San Jose Avenue) from its current location on the lot and the addition of 8,670 square feet of residential use and eight dwelling units and one ADU. The proposed project would include a vertical addition of one story and a horizontal addition to the rear of the existing two-story building. The resulting building would be three stories over basement, contain 12 dwelling units and one ADU, and extend 40 feet to the roofline with an additional 3 feet to the top of the rooftop mechanical features. New residents and employees would be within walking distance of Juri Commons, Guerrero Park, and Coso and Precita Mini Park. Additionally, the proposed project would provide passive recreational uses onsite for the residents, including 1,400 square feet of common open space available to project residents and 2,223 square feet of private open space. Although the proposed project would introduce a new permanent population to the project site, the number of new residents projected would not be large enough to substantially increase demand for, or use of, neighborhood parks or recreational facilities, such that substantial physical deterioration of the facilities would be expected.

E.11.b) The permanent residential population on the site would not require the construction of new recreational facilities or the expansion of existing facilities.

Cumulative

Cumulative development in the project vicinity would result in an intensification of land uses and an increase in the use of nearby recreational resources and facilities. The Recreation and Open Space Element of the General Plan provides a framework for providing a high-quality open space system for its residents, while accounting for expected population growth through year 2040. In addition, San Francisco voters passed two bond measures, in

2008 and 2012, to fund the acquisition, planning, and renovation of the City's network of recreational resources. As discussed above, there are several parks, open spaces, or other recreational facilities within walking distance of the project site, and two new parks have recently been constructed within the plan area. These existing recreational facilities would be able to accommodate the increase in demand for recreational resources generated by nearby cumulative development projects without resulting in physical degradation of recreational resources. For these reasons, the proposed project would not combine with other projects in the vicinity to create a significant cumulative impact on recreational facilities.

Conclusion

As discussed above, the proposed project would not result in a significant individual or cumulative impact related to recreational resources. Therefore, the proposed project would not result in a significant recreational impact that was not disclosed in the Eastern Neighborhoods PEIR.

E.12 Utilities and Service Systems

Eastern Neighborhoods PEIR Utilities and Service System Findings

The Eastern Neighborhoods PEIR determined that the anticipated increase in population would not result in significant impacts related to the provision of water, wastewater collection and treatment, and solid waste collection and disposal. No mitigation measures were identified in the PEIR.

Project Analysis

Topics:	*Significant Impact Peculiar to Project or Project Site*	*Significant Impact not Identified in PEIR*	*Significant Impact due to Substantial New Information*	*No Significant Impact not Previously Identified in PEIR*
Would the project:				
a) Require or result in the relocation or construction of new or expanded wastewater treatment, stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant physical environmental effects?	☐	☐	☐	☒
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years? Require or result in the relocation of new or expanded water facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☐	☒
c) Result in a determination by the wastewater treatment provider that would serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☐	☒

Topics:	Significant Impact Peculiar to Project or Project Site	Significant Impact not Identified in PEIR	Significant Impact due to Substantial New Information	No Significant Impact not Previously Identified in PEIR
d) Generate solid waste in excess of state or local standards, or in excess of the capacity or local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☐	☒
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☐	☒

E.12.a and c) The project site is served by San Francisco's combined sewer system, which handles both sewage and stormwater runoff. The Southeast Water Pollution Control Plant provides wastewater and stormwater treatment and management for the east side of the city, including the project site. Project related wastewater and stormwater would flow into the city's combined sewer system and would be treated to standards contained in the city's National Pollutant Discharge Elimination System Permit for the Southeast Water Pollution Control Plant prior to discharge into the San Francisco Bay. The treatment and discharge standards are set and regulated by the Regional Water Quality Control Board. The Southeast Plant is designed to treat up to 85 million gallons per day of average dry weather wastewater flows and up to 250 million gallons per day of wet weather combined wastewater and stormwater flows. Average dry weather flows to the Southeast Plant ranged from 58 to 61 million gallons per day for the years 2012 to 2014 and are projected to increase to 69 million gallons per day by 2045.[69]

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

The project site is located within a developed area served by existing electric power, natural gas, and telecommunications. While the project would require local connection to those utilities, it would not necessitate the construction of new power generation, natural gas, or telecommunications infrastructure. Although the proposed project would add 21 new residents to the project site, the combined sewer system has capacity to serve projected growth through year 2045. Therefore, the incremental increase in wastewater treatment resulting from the project would be met by the existing sewer system and would not require expansion of existing wastewater facilities or construction of new facilities.

E.12.b) The San Francisco Public Utilities Commission (SFPUC) adopted the 2015 Urban Water Management Plan (UWMP) in June 2016. The plan estimates that current and projected water supplies will be sufficient to meet

50 San Francisco Planning Department, *Biosolids Digester Facilities Project, Final Environmental Impact Report*, Record No. 2015-000644ENV, State Clearinghouse No. 2015062073, certified March 8, 2018.

future retail demand[70] through 2035 under normal year, single dry-year and multiple dry-year conditions; however, if a multiple dry-year event occurs, the SFPUC would implement water use and supply reductions through its drought response plan and a corresponding retail water shortage allocation plan.

In December 2018, the State Water Resources Control Board adopted amendments to the Water Quality Control Plan for the San Francisco Bay/Sacramento-San Joaquin Delta Estuary, which establishes water quality objectives to maintain the health of our rivers and the Bay-Delta ecosystem (the Bay-Delta Plan Amendment).[71] The state water board has stated that it intends to implement the Bay-Delta Plan Amendment by the year 2022, assuming all required approvals are obtained by that time. Implementation of the Bay-Delta Plan Amendment would result in a substantial reduction in the SFPUC's water supplies from the Tuolumne River watershed during dry years, requiring rationing to a greater degree in San Francisco than previously anticipated to address supply shortages not accounted for in the 2015 Urban Water Management Plan.

The SFPUC has prepared a memorandum discussing future water supply scenarios given adoption of the Bay-Delta Plan Amendment.[72] As discussed in the SFPUC memorandum, implementation of the plan amendment is uncertain for several reasons and whether, when, and the form in which the Bay-Delta Plan Amendment would be implemented, and how those amendments could affect SFPUC's water supply, is currently unknown. The SFPUC memorandum estimates total shortfalls in water supply (that is, total retail demand minus total retail supply) to retail customers through 2040 under three increasingly supply-limited scenarios:

1. Without implementation of the Bay-Delta Plan Amendment wherein the water supply and demand assumptions contained in the 2015 Urban Water Management Plan and the 2009 Water Supply Agreement as amended would remain applicable

2. With implementation of a voluntary agreement between the SFPUC and the State Water Resources Control Board that would include a combination of flow and non-flow measures that are designed to benefit fisheries at a lower water cost, particularly during multiple dry years, than would occur under the Bay-Delta Plan Amendment)

3. With implementation of the Bay-Delta Plan Amendment as adopted.

As estimated in the SFPUC memorandum, water supply shortfalls during dry years would be lowest without implementation and highest with implementation of the Bay-Delta Plan Amendment. Shortfalls under the proposed voluntary agreement would be between those with and without implementation of the Bay-Delta Plan Amendment.[73]

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

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

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

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

Under these three scenarios, the SFPUC would have adequate water to meet total retail demands through 2040 in normal years.[74] For single dry and multiple (years 1, 2 and 3) dry years of an extended drought, the SFPUC memorandum estimates that shortfalls of water supply relative to demand would occur both with and without implementation of the Bay-Delta Plan Amendment. Without implementation of the plan amendment, shortfalls would range from approximately 3.6 to 6.1 million gallons per day or 5 to 6.8 percent shortfall during dry years through the year 2040.

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

The proposed project does not require a water supply assessment under the California Water Code. Under sections 10910 through 10915 of the California Water Code, urban water suppliers like the SFPUC must prepare water supply assessments for certain large "water demand" projects, as defined in CEQA Guidelines section 15155.[75] The proposed residential addition project would result in eight additional dwelling units and one ADU; as such it does not qualify as a "water-demand" project as defined by CEQA Guidelines section 15155(a)(1) and a water supply assessment is not required and has not been prepared for the project.

While a water supply assessment is not required, the following discussion provides an estimate of the project's maximum water demand in relation to the three supply scenarios. No single development project alone in San Francisco would require the development of new or expanded water supply facilities or require the SFPUC to take other actions, such as imposing a higher level of rationing across the city in the event of a supply shortage in dry years. Therefore, a separate project-only analysis is not provided for this topic. The following analysis instead considers whether the proposed project in combination with both existing development and projected growth through 2040 would require new or expanded water supply facilities, the construction or relocation of which could have significant cumulative impacts on the environment that were not identified in the TCDP PEIR. It also considers whether a high level of rationing would be required that could have significant cumulative impacts. It is only under this cumulative context that development in San Francisco could have the potential to require new or expanded water supply facilities or require the SFPUC to take other actions, which in turn could result in significant physical environmental impacts related to water supply. If significant cumulative impacts could result, then the analysis considers whether the project would make a considerable contribution to the cumulative impact.

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

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

Based on guidance from the California Department of Water Resources and a citywide demand analysis, the SFPUC has established 50,000 gallons per day as an equivalent project demand for projects that do not meet the definitions provided in CEQA Guidelines section 15155(a)(1).76 The development proposed by the project would represent 0.018 percent of the 500-unit limit and 0 percent of the 500,000 square feet of commercial space provided in section 15155(1)(A) and (B), respectively. In addition, the proposed project would incorporate water-efficient fixtures as required by Title 24 of the California Code of Regulations and the city's Green Building Ordinance. It is therefore reasonable to assume that the proposed project would result in an average daily demand of less than 50,000 gallons per day of water.

The SFPUC has prepared estimates of total retail demand in five-year intervals from 2020 through 2040.[77] Assuming the project would demand no more than 50,000 gallons of water per day (or 0.05 million gallons per day), Table 4 compares this maximum with the total retail demand from 2020 through 2040. At most, the proposed project's water demand would represent a small fraction of the total projected retail water demand, ranging from 0.07 to 0.06 percent between 2020 and 2040. As such, the project's water demand is not substantial enough to require or result in the relocation or construction of new or expanded water facilities the construction or relocation of which could cause significant environmental effects.

Table 4: Proposed Project Demand Relative to Total Retail Demand (million gallons per day)

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

Sufficient water supplies are available to serve the proposed project and reasonably foreseeable future development in normal, dry, and multiple dry years unless the Bay-Delta Plan Amendment is implemented. As indicated above, the proposed project's maximum demand would represent less than 0.06 percent of the total retail demand in 2040 when implementation of the Bay-Delta Plan Amendment would result in a retail supply shortfall of up to 49.8 percent in a multi-year drought. The SFPUC has indicated that it is accelerating its efforts to develop additional water supplies and explore other projects that would increase overall water supply resilience in the case that the Bay-Delta Plan Amendment is implemented. The SFPUC has identified possible projects that it will study, but it has not determined the feasibility of the possible projects, has not made any decision to pursue any particular supply projects, and has determined that the identified potential projects would take anywhere from 10 to 30 years or more to implement. The potential impacts that could result from the construction and/or operation of any such water supply facility projects cannot be identified at this time. In any event, under such a worst-case scenario, the demand for the SFPUC to develop new or expanded dry-year water supplies would exist regardless of whether the proposed project is constructed.

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

77 San Francisco Public Utilities Commission, 2015 Urban Water Management Plan for the City and County of San Francisco, June 2016. This document is available at https://sfwater.org/index.aspx?page=75

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

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

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

Cumulative Analysis

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

Conclusion

As discussed above, the proposed project would not result in a significant individual or cumulative impact with respect to utilities and service systems. Therefore, the proposed project would not result in a significant utilities and service system impact that was not disclosed in the Eastern Neighborhoods PEIR.

E.13 Public Services

Eastern Neighborhoods PEIR Public Services Findings

The Eastern Neighborhoods PEIR determined that the anticipated increase in population would not result in substantial adverse physical impacts associated with the provision of or need for new or physically altered public services, including fire protection, police protection, and public schools. No mitigation measures were identified in the PEIR.

Project Analysis

Topics:	*Significant Impact Peculiar to Project or Project Site*	*Significant Impact not Identified in PEIR*	*Significant Impact due to Substantial New Information*	*No Significant Impact not Previously Identified in PEIR*
Would the project:				
a) Result in substantial adverse physical impacts associated with the provision of, or the need for, new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any public services such as fire protection, police protection, schools, parks, or other services?	☐	☐	☐	☒

E.13.a) Project residents and employees would be served by the San Francisco Police Department and Fire Departments. The closest police station to the project site is Mission Police Station, located approximately 0.88 miles from the site. The closest fire station to the project site is Station #11, located approximately 0.33 miles from the project site. The increased population at the project site could result in more calls for police, fire, and emergency response. However, the increase in demand for these services would not be substantial given the overall demand for such services on a citywide basis. Moreover, the proximity of the project site to police and fire stations would help minimize the response time for these services should incidents occur at the project site.

The San Francisco Unified School District (school district) maintains a property and building portfolio that has capacity for almost 64,000 students.[78] 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 54,063 in the 2017-2018 school year, an increase of approximately 1,997 students since 2008.[79,80] Thus, even with increasing enrollment, the school district currently has more classrooms district-wide than needed.[81] However, the net effect of housing

78 This analysis was informed, in part, by a Target Enrollment Survey the San Francisco Unified School District performed of all schools in 2010.

79 San Francisco Unified School District, Facts at a Glance, 2018, http://www.sfusd.edu/en/assets/sfusd-staff/about-SFUSD/files/sfusd-facts-at-a-glance.pdf, accessed September 13, 2018.

80 ` Note that Enrollment summaries do not include charter schools. Approximately 4,283 students enrolled in charter schools are operated by other organizations but located in school district facilities.

81 San Francisco Unified School District, San Francisco Bay Area Planning and Urban Research (SPUR) Forum Presentation, Growing Population, Growing Schools, August 31, 2016, https://www.spur.org/sites/default/files/events_pdfs/SPUR%20Forum_August%2031%202016.pptx_.pdf, accessed June 27, 2019.

development across San Francisco is expected to increase enrollment by at least 7,000 students by 2030 and eventually enrollment is likely to exceed the capacity of current facilities.[82]

Lapkoff & Gobalet Demographic Research, Inc. conducted a study in 2010 for the school district that projected student enrollment through 2040.[83] This study is being updated as additional information becomes available. The study 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.[84] In addition, it developed student yield assumptions informed by historical yield, building type, unit size, unit price, ownership (rented or owner-occupied), whether units are 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 12th grade students per residential unit in a standalone affordable housing site, 0.25 students per unit for inclusionary affordable housing developments, and 0.10 students per unit for market-rate housing.

The Leroy F. Greene School Facilities Act of 1998, or SB 50, restricts the ability of local agencies to deny land use approvals on the basis that public school facilities are inadequate. SB 50, however, permits the levying of developer fees to address local school facility needs resulting from new development. Local jurisdictions are precluded under state law from imposing school-enrollment-related mitigation beyond the school development fees. The school district collects these fees, which are used in conjunction with other school district funds, to support efforts to complete capital improvement projects within the city. The proposed project would be subject to the school impact fees.

The proposed project would be expected to generate one school-aged child, some of whom may be served by the San Francisco Unified School District and others through private schools in the area.[85] The school district currently has capacity to accommodate this minor increase in demand without the need for new or physically altered schools, the construction of which may result in environmental impacts.

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

Cumulative Analysis

The proposed project, combined with projected citywide growth through 2040, would increase demand for public services, including police and fire protection and public schools. The fire department, the police department, the school district, and other city agencies account for such growth in providing public services to the residents of San Francisco. For these reasons, the proposed project, in combination with projected cumulative development, would not result in a significant physical cumulative impact associated with the construction of new or expanded governmental facilities.

82 Lapkoff & Gobalet Demographic Research, Inc., Demographic Analyses and Enrollment Forecasts for the San Francisco Unified School District, February 16, 2018, p. 2, http://www.sfusd.edu/en/assets/sfusd-staff/about-SFUSD/files/demographic-analysesenrollment-forecast.pdf, accessed October 5, 2018.

83 Ibid.

84 Ibid.

85 Utilizing the market rate school-age child generation rate, 0.10*9 = 0.90 = approximately one new child resident at the project site.

Conclusion

As discussed above, the proposed project would not result in a significant individual or cumulative impact with respect to public services. Therefore, the proposed project would not result in a significant public services impact that was not disclosed in the Eastern Neighborhoods PEIR.

E.14 Biological Resources

Eastern Neighborhoods PEIR Biological Findings

The Eastern Neighborhoods Plan area is in a developed urban environment that does not provide native natural habitat for any rare or endangered plant or animal species. There are no riparian corridors, estuaries, marshes, or wetlands in the plan area that could be affected by the development anticipated under the area plan. In addition, development envisioned under the Eastern Neighborhoods Area Plan would not substantially interfere with the movement of any resident or migratory wildlife species. For these reasons, the PEIR concluded that implementation of the area plan would not result in significant impacts on biological resources, and no mitigation measures were identified.

Project Analysis

Topics:	*Significant Impact Peculiar to Project or Project Site*	*Significant Impact not Identified in PEIR*	*Significant Impact due to Substantial New Information*	*No Significant Impact not Previously Identified in PEIR*
Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	☒

Topics:	Significant Impact Peculiar to Project or Project Site	Significant Impact not Identified in PEIR	Significant Impact due to Substantial New Information	No Significant Impact not Previously Identified in PEIR
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
f) Conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

E.14.a-f) The project site is located within Mission Plan area of the Eastern Neighborhoods Area Plan and therefore, the project site does not support habitat for any candidate, sensitive or special status species. Further, there are no riparian corridors, estuaries, marshes or wetlands on or adjacent to the project site and there are no environmental conservation plans applicable to the project site. Additionally, the project would be required to comply with the Urban Forestry Ordinance, which requires a permit from Public Works to remove any protected trees (landmark, significant, and street trees). The proposed project does not involve the removal of an existing trees. The proposed project would retain the existing street tree in front of the project site and would plant one new street trees along the San Jose Avenue frontage. Therefore, the proposed project would not result in significant biological resource impacts.

Cumulative Analysis

As the proposed project would have no impact on special status species or sensitive habitats, the project would not have the potential to contribute to cumulative impacts to special status species or sensitive habitats. All projects within San Francisco are required to comply with the Urban Forestry Ordinance, which would ensure that any cumulative impact resulting from conflicts with the city ordinance protecting trees would be less than significant.

Conclusion

As discussed above, the proposed project would not result in a significant individual or cumulative impact on biological resources. Therefore, the proposed project would not result in a significant biological resources impact that was not disclosed in the Eastern Neighborhoods PEIR.

E.15 Geology and Soils

Eastern Neighborhoods PEIR Geology and Soils Findings

The Eastern Neighborhoods PEIR concluded that implementation of the area plan would indirectly increase the population that would be subject to an earthquake, including seismically induced ground-shaking, liquefaction, and landslides. The PEIR also noted that new development is generally safer than comparable older development due to improvements in building codes and construction techniques. Compliance with applicable codes and recommendations made in project-specific geotechnical analyses would not eliminate earthquake risks, given the

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

Project Analysis

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

E.15.a, c, and d) A geotechnical investigation was prepared for the proposed project.[86] The project site is underlain by sandy clay soil mixtures up to 10 feet below ground surface, the maximum depth explored. Groundwater was not encountered in the 10-foot boring conducted for the investigation. The project site is not located in a seismic hazard zone and the project site is not substantially sloped. The proposed project would excavate up to 930 cubic yards of soil in order to move the existing building eastward 23 feet, construct a new foundation, and develop

86 H. Allen Gruen, *Report: Geotechnical Investigation, Planned Development at 350 San Jose Avenue, San Francisco, California*, January 22, 2018.

basement-level units. The investigation concluded that the project site is suitable for the proposed improvements and proposed a conventional spread footing foundation.

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

E.15.b) The project site is occupied by an existing building with a landscaped front yard and paved rear yard that is entirely covered with impervious surfaces. For these reasons, construction of the proposed project would not result in the loss of substantial topsoil. Site preparation and excavation activities would disturb soil to a depth of approximately 10 feet below ground surface, creating the potential for windborne and waterborne soil erosion. However, the project would be required to comply with the Construction Site Runoff Ordinance, which requires all construction sites to implement best management practices to prevent the discharge of sediment, stormwater, non-stormwater and waste runoff from a construction site. For construction projects disturbing 5,000 square feet or more, a project must also implement an approved erosion and sediment control plan that details the use, location and emplacement of sediment and control devices. These measures would reduce the potential for erosion during construction. Therefore, the proposed project would not result in significant impacts related to soil erosion or the loss of topsoil.

E.15.e) The project would connect to the city's existing sewer system. Therefore, septic tanks or alternative waste disposal systems would not be required, and this topic is not applicable to the project.

E.15.f) The proposed project would excavate up to 930 cubic yards of soil in order to move the existing building forward 23 feet, construct a new foundation, and develop basement-level units. Paleontological resources include fossilized remains or traces of animals, plants, and invertebrates, including their imprints, from a previous geological period. 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. There are no known unique geologic or physical features at the project site. Construction activities are not anticipated to encounter any below-grade paleontological resources. Therefore, the project would have no impact on paleontological resources or unique geologic features.

Cumulative Analysis

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

Environmental impacts related to geology and soils are generally site-specific. All development within San Francisco is subject to the seismic safety standards and design review procedures of the California and local building codes and to the requirements of the Construction Site Runoff Ordinance. These regulations would ensure that cumulative effects of development on seismic safety, geologic hazards, and erosion are less than significant. For these reasons, the proposed project would not combine with cumulative projects in the project vicinity to create a significant cumulative impact related to geology and soils.

Conclusion

As discussed above, the proposed project would not result in a significant individual or cumulative impact with respect to geology and soils. Therefore, the proposed project would not result in a significant geology and soils impact that was not disclosed in the Eastern Neighborhoods PEIR.

E.16 Hydrology and Water Quality

Eastern Neighborhoods PEIR Hydrology and Water Quality Findings

The Eastern Neighborhoods PEIR determined that the anticipated increase in population resulting from implementation of the plan would not result in a significant impact on hydrology and water quality, including the combined sewer system and the potential for combined sewer outflows. No mitigation measures were identified in the PEIR.

Project Analysis

Topics:	*Significant Impact Peculiar to Project or Project Site*	*Significant Impact not Identified in PEIR*	*Significant Impact due to Substantial New Information*	*No Significant Impact not Previously Identified in PEIR*
Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☐	☒
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☐	☒
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner that would:	☐	☐	☐	☒
(i) Result in substantial erosion or siltation on- or off-site;	☐	☐	☐	☒
(ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;	☐	☐	☐	☒

Topics:	Significant Impact Peculiar to Project or Project Site	Significant Impact not Identified in PEIR	Significant Impact due to Substantial New Information	No Significant Impact not Previously Identified in PEIR
(iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	☐	☐	☒
(iv) Impede or redirect flood flows?	☐	☐	☐	☒
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☐	☒
e) Conflict or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☐	☒

E.16.a) The project would generate wastewater and stormwater discharges typical of urban residential and commercial uses. Wastewater and stormwater from the project site would be accommodated by the city's sewer system and treated at the Southeast Water Pollution Control Plant to the standards set by the San Francisco Bay Regional Water Quality Control Board, therefore, the proposed project would not exceed the waste discharge requirements of the water quality board. Furthermore, as discussed in topic E. 15.b, the project is required to comply with the Construction Site Runoff Ordinance, which requires all construction sites to implement best management practices to prevent the discharge of sediment, non-stormwater and waste runoff from a construction site. The city's compliance with the requirements of its NPDES permit and the project's compliance with Construction Site Runoff Ordinance would ensure that the project would not result in significant impacts to water quality.

E.16.b) As discussed under topic E.15, groundwater was not encountered in the 10-foot boring conducted for the geotechnical investigation and would likely not be encountered during excavation, as the greatest depth of excavation proposed would be 10 feet. Therefore, dewatering is not likely to be necessary during construction. The project would not require long-term dewatering and does not propose to extract any underlying groundwater supplies. In addition, the project site is located in the Downtown San Francisco Groundwater Basin. This basin is not used as a drinking water supply and there are no plans for development of this basin for groundwater production.[87] For these reasons, the proposed project would not deplete groundwater supplies or substantially interfere with groundwater recharge. This impact would be less than significant, and no mitigation measures are necessary.

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

87 The San Francisco Public Utilities Commission (SFPUC) supplies water to all of San Francisco residents and businesses. The SFPUC's groundwater supply program includes two groundwater projects: one along the peninsula and the other supplying groundwater from San Francisco's Westside Groundwater Basin aquifer, approximately 400 feet below ground surface. For more information see: https://sfwater.org/index.aspx?page=184. Accessed November 19, 2018.

include installation of appropriate stormwater management systems that retain runoff on site and limit substantial additional sources of polluted runoff.

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

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

Cumulative Analysis

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

Conclusion

As discussed above, the proposed project would not result in a significant individual or cumulative impact with respect to hydrology and water quality. Therefore, the proposed project would not result in a significant hydrology and water quality impact that was not disclosed in the Eastern Neighborhoods PEIR.

E.17 Hazards and Hazardous Materials

Eastern Neighborhoods PEIR Hazards and Hazardous Materials Findings

The Eastern Neighborhoods PEIR noted that implementation of any of the proposed project's rezoning options would encourage construction of new development within the project area. The PEIR found that there is a high potential to encounter hazardous materials during construction activities in many parts of the project area because of the presence of 1906 earthquake fill, previous and current land uses associated with the use of hazardous materials and known or suspected hazardous materials cleanup cases. However, the PEIR found that existing regulations for facility closure, underground storage tank closure, and investigation and cleanup of soil and groundwater contamination would protect workers and the public from exposure to hazardous materials during construction. The Eastern Neighborhoods PEIR identified a significant impact associated with hazardous building materials and determined that Mitigation Measure L-1: Hazardous Building Materials, would reduce this impact to a less-than-significant level. Since that time, regulations for the safe handling and disposal of hazardous building materials have been enacted and this mitigation measure is no longer necessary to reduce potential impacts related to exposure to hazardous building materials during demolition and renovation. The Eastern

Neighborhoods PEIR also found that redevelopment would occur in an urbanized area without wildland fire risks and would not expose people or structures to a significant risk of loss, injury or death involving fires.

Project Analysis

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

E.17.a) The proposed project's residential uses could use hazardous materials for building maintenance such as household chemicals for cleaning, and herbicides and pesticides for landscape maintenance. These materials are properly labeled to inform the user of potential risks as well as handling procedures. The majority of these hazardous materials would be consumed upon use and would produce very little waste. Any hazardous wastes that are produced would be managed in accordance with Article 22 of the San Francisco Health Code. In addition, the transportation of hazardous materials, are regulated by the California Highway Patrol and the California Department of Transportation. The use of any of these hazardous materials are not expected to cause any substantial health or safety hazards. Therefore, potential impacts related to the routine use, transport, and disposal of hazardous materials would be less than significant.

E.17.b and c) The following discusses the project's potential to emit hazardous materials.

Hazardous Building Materials

Some building materials commonly used in older buildings could present a public health risk if disturbed during an accident or during demolition or renovation of an existing building. Hazardous building materials addressed in the PEIR include asbestos, electrical equipment such as transformers and fluorescent light ballasts that contain PCBs or di (2 ethylhexyl) phthalate (DEHP), fluorescent lights containing mercury vapors, and lead-based paints. Asbestos and lead based paint may also present a health risk to existing building occupants if they are in a deteriorated condition. If removed during demolition of a building, these materials would also require special disposal procedures. Regulations are in place to address the proper removal and disposal of asbestos containing building materials and lead based paint. PEIR Mitigation Measure L-1, addressing the proper removal and disposal of other hazardous building materials, is no longer necessary to reduce impacts related to building demolition as regulations have been enacted to address these common hazardous building materials. Compliance with these regulations would ensure the proposed project would not result in significant impacts from the potential release of hazardous building materials.

Soil and Groundwater Contamination

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

The proposed project is not located on a known contaminated site; however, the project proposes greater than 50 cubic yards of excavation adjacent to a historic railway. Though the project site has been developed since 1875 with the existing building, potential soil contamination from the previously operated rail line (presently Juri Commons) was listed as a consideration in the *phase 1 environmental site assessment* prepared in April 2018.[88] Therefore, the project is subject to the Maher Ordinance. The Maher Ordinance requires the project sponsor to retain the services of a qualified professional to prepare a *phase 1 environmental site assessment*.

In compliance with the Maher Ordinance, the project sponsor has submitted an application for a Maher permit to the health department.[89] The public health department issued a letter detailing the sponsor's compliance with article 22 of the health code.[90] The sponsor would be required by the public health department to develop a Dust Control Plan, followed during construction activities to ensure that fugitive dust do not impact all neighbors around this job site. Compliance with these requirements would ensure that the proposed project would not result in any significant impacts related to hazardous materials.

88 Professional Service Industries, Inc. Phase I Environmental Site Assessment, Multi-Family Residence, 350 & 352 San Jose Ave, San Francisco, CA 94110, April 19, 2018.

89 San Francisco Department of Public Health, Maher Ordinance Application, 350-352 San Jose Ave, June 6, 2018.

90 San Francisco Department of Public Health, Environmental Health Division, SFHC Article 22A Compliance, 350-352 San Jose Avenue, EHB-SAM NO. SMED: 1732, October 7, 2019.

E.17.d) The proposed project is not located on a list of hazardous materials sites compiled pursuant to Government Code section 65962.5. For the reasons described in the analysis of topic E.17.b and c, above, the proposed project would not create a significant hazard to the public or environment.

E.17.e) The project site is not located within an airport land use plan area or within 2 miles of a public airport. Therefore, topic 17.e is not applicable to the proposed project.

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

E.17.g) As discussed above, the Eastern Neighborhoods plan area is not located in or near wildland areas with high fire risk. Construction of the proposed project would conform to the provisions of the building code and fire code. Final building plans would be reviewed by the building and fire departments to ensure conformance with the applicable life-safety provisions, including development of an emergency procedure manual and an exit drill plan. Therefore, the proposed project would not obstruct implementation of the city's emergency response plan, and potential emergency response and fire hazard impacts would be less than significant.

Cumulative Analysis

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

Conclusion

The proposed project's impact related to hazardous materials would be less than significant and would not result in significant hazards and hazardous materials impacts that were not identified in the Eastern Neighborhoods PEIR.

E.18 Mineral Resources

Eastern Neighborhoods PEIR Mineral Resources Findings

The plan area does not include any natural resources routinely extracted and the rezoning does not result in any natural resource extraction programs. Therefore, the Eastern Neighborhoods PEIR concluded that implementation of the area plan and rezoning would not result in a significant impact on mineral resources. No mitigation measures were identified in the PEIR.

Project Analysis

Topics:	*Significant Impact Peculiar to Project or Project Site*	*Significant Impact not Identified in PEIR*	*Significant Impact due to Substantial New Information*	*No Significant Impact not Previously Identified in PEIR*
Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒

E.18.a, b) The project site is not located in an area with known mineral resources and would not routinely extract mineral resources. Therefore, the proposed project would have no impact on mineral resources.

Cumulative

The proposed project would have no impact on mineral resources and therefore would not have the potential to contribute to any cumulative mineral resource impact.

Conclusion

For the reasons stated above, the proposed project would not result in significant impacts either individually or cumulatively related to mineral resources. Therefore, the proposed project would not result in new or more severe impacts on mineral resources not identified in the Eastern Neighborhoods PEIR.

E.19 Energy Resources

Eastern Neighborhoods PEIR Energy Resources Findings

The Eastern Neighborhoods PEIR determined that development under the area plans and rezoning would not encourage the use of large amounts of fuel, water, or energy or use these in a wasteful manner. Therefore, the Eastern Neighborhoods PEIR concluded that implementation of the area plan and rezoning would not result in a significant impact on energy resources. No mitigation measures were identified in the PEIR.

Project Analysis

Topics:	*Significant Impact Peculiar to Project or Project Site*	*Significant Impact not Identified in PEIR*	*Significant Impact due to Substantial New Information*	*No Significant Impact not Previously Identified in PEIR*
Would the project:				
a) Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☐	☒

Topics:	*Significant Impact Peculiar to Project or Project Site*	*Significant Impact not Identified in PEIR*	*Significant Impact due to Substantial New Information*	*No Significant Impact not Previously Identified in PEIR*
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☐	☒

E.19.a) Energy demand for the proposed project would be typical of residential projects and would meet, or exceed, current state and local codes and standards concerning energy consumption, including the Green Building Ordinance and Title 24 of the California Code of Regulations. As documented in the GHG compliance checklist for the proposed project, the project would be required to comply with applicable regulations promoting water conservation and reducing potable water use. As discussed in topic E.5, Transportation and Circulation, the project site is located in a transportation analysis zone that experiences low levels of VMT per capita. Therefore, the project would not encourage the use of large amounts of fuel, water, or energy or use these in a wasteful manner.

E.19.b) In 2002, California established its Renewables Portfolio Standard Program, with the goal of increasing the percentage of renewable energy in the state's electricity mix to 20 percent of retail sales by 2017. In November 2008, Executive Order S-14-08 was signed requiring all retail sellers of electricity to serve 33 percent of their load with renewable energy by 2020. In 2015, Senate Bill 350 codified the requirement for the renewables portfolio standard to achieve 50 percent renewable energy by 2030, and in 2018, Senate Bill 100 requires 60 percent renewable energy by 2030 and 100 percent by 2045.[91]

San Francisco's electricity supply is 41 percent renewable, and San Francisco's goal is to meet 100 percent of its electricity demand with renewable power.[92] CleanPowerSF is the city's Community Choice Aggregation Program operated by the SFPUC, which provides renewable energy to residents and businesses. GreenFinanceSF allows commercial property owners to finance renewable energy projects, as well as energy and water efficiency projects, through a municipal bond and repay the debt via their property tax account.

As discussed above in topic E.19.a, the project would comply with the energy efficiency requirements of the state and local building codes and therefore would not conflict with or obstruct implementation of city and state plans for renewable energy and energy efficiency.

Cumulative

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

62 California Energy Commission, California Renewable Energy Overview and Programs, available at: https://www.energy.ca.gov/renewables/, accessed April 24, 2019.

92 San Francisco Mayor's Renewable Energy Task Force Recommendations Report, September 2012, available at: https://sfenvironment.org/sites/default/files/fliers/files/sfe_re_renewableenergytaskforcerecommendationsreport.pdf, accessed on April 24, 2019.

Conclusion

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

E.20 Agriculture and Forest Resources

Eastern Neighborhoods PEIR Agriculture and Forest Resources Findings

The Eastern Neighborhoods PEIR determined no agricultural resources exist in the plan area; therefore, the rezoning and area plans would have no effect on agricultural resources. The Eastern Neighborhoods PEIR did not analyze the plan's effects on forest resources.

Project Analysis

Topics:	*Significant Impact Peculiar to Project or Project Site*	*Significant Impact not Identified in PEIR*	*Significant Impact due to Substantial New Information*	*No Significant Impact not Previously Identified in PEIR*
Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)) or timberland (as defined by Public Resources Code Section 4526)?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or forest land to non-forest use?	☐	☐	☐	☒

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

Conclusion

For the above reasons, the proposed project would not result in new or more severe impacts to agricultural or forest resources not identified in the Eastern Neighborhoods PEIR.

E.21 Wildfire

Eastern Neighborhoods PEIR Wildland Fire Findings

The plan area is located within an urbanized area that lacks an urban-wildland interface. Therefore, the Eastern Neighborhoods PEIR concluded that implementation of the area plans and rezoning would not result in a significant impact related to risk of loss, injury or death involving wildland fires. No mitigation measures were identified in the PEIR.

Project Analysis

Topics:	*Significant Impact Peculiar to Project or Project Site*	*Significant Impact not Identified in PEIR*	*Significant Impact due to Substantial New Information*	*No Significant Impact not Previously Identified in PEIR*
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plans?	☐	☐	☐	☒
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☐	☒
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	☒
d) Expose people or structures to significant risks including downslope or downstream flooding or landslides as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	☒

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

F. Public Notice and Comment

A “Notification of Project Receiving Environmental Review” was mailed on April 20, 2018 to adjacent occupants and owners of properties within 300 feet of the project site. The original mailing included an incorrect email address for the assigned environmental coordinator. Furthermore, on April 27, 2018, the Planning Department was

notified that fraudulent posters and flyers, which included the department's letterhead but contained a different message in the body of the letter, had been distributed around the project site and posted at Juri Commons. The department reissued a new notice on May 3, 2018, which contained the correct email address for the assigned environmental coordinator, addressed the fraudulent notice, and extended the comment period for another two weeks (ending on May 17, 2018). Thirty comments were received via email, phone, and stamped mail. Overall, concerns and issues raised by the public in response to the notice were taken into consideration and incorporated in the environmental review as appropriate for CEQA analysis. Environmental comment topics included concerns about shadow impacts and general impacts to enjoyment of the adjacent Juri Commons, impacts on the existing historic structure to be developed, construction and operational noise, and parking and traffic impacts. Other concerns not related to environmental review under CEQA included the density of the proposed building being out of character with the neighborhood, privacy concerns for neighboring residents, balconies overhanging the rear property line, and gentrification of the neighborhood and displacement of existing residents of the subject property. The proposed project would not result in significant adverse environmental impacts associated with the issues identified by the public beyond those identified in the Eastern Neighborhoods PEIR.

G. Figures

- Figure 1 – Project Location
- Figure 2 – Cumulative Projects Within One-Quarter Mile of the Project Site
- Plan Set – September 17, 2020

FIGURE 1 – PROJECT SITE LOCATION

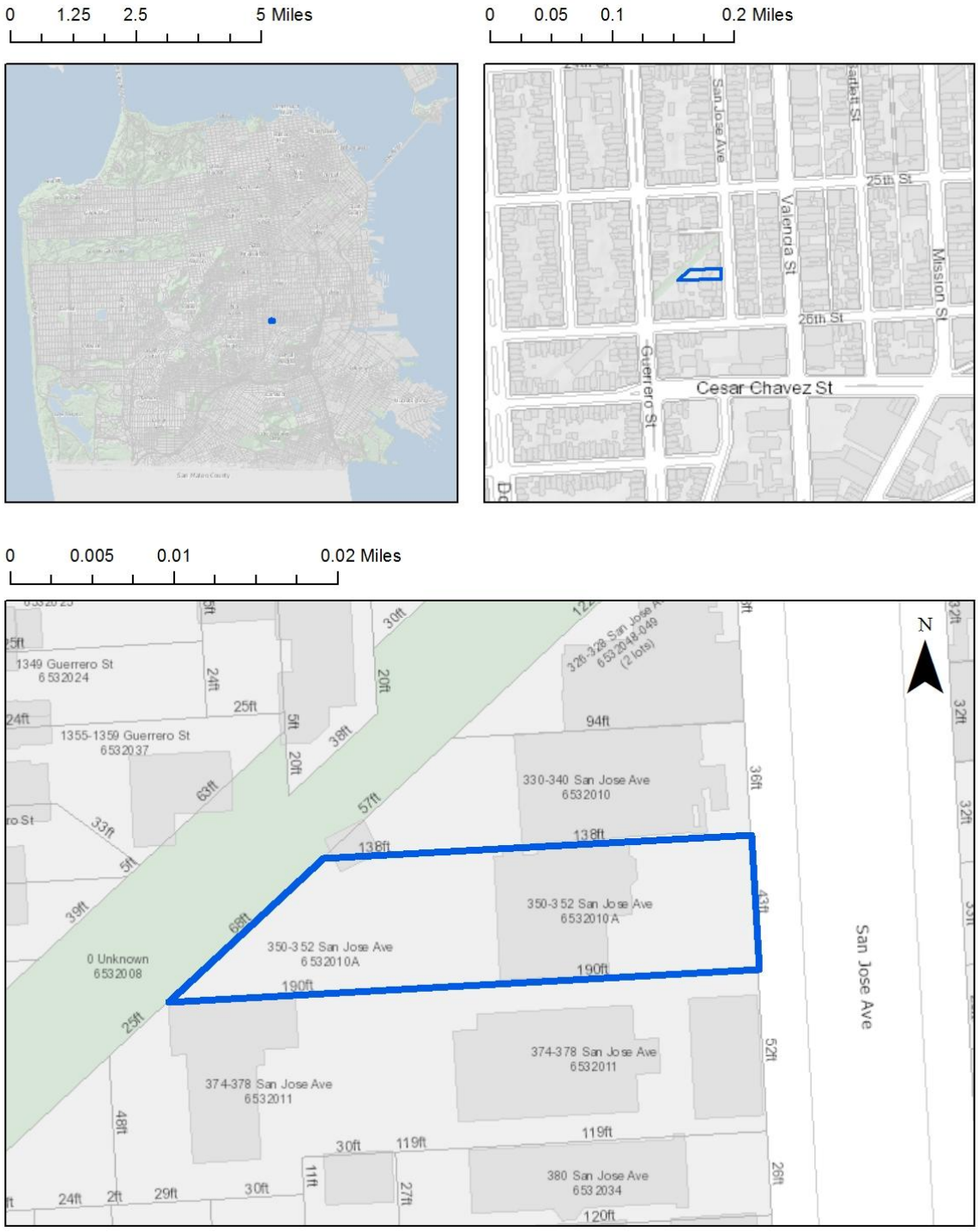
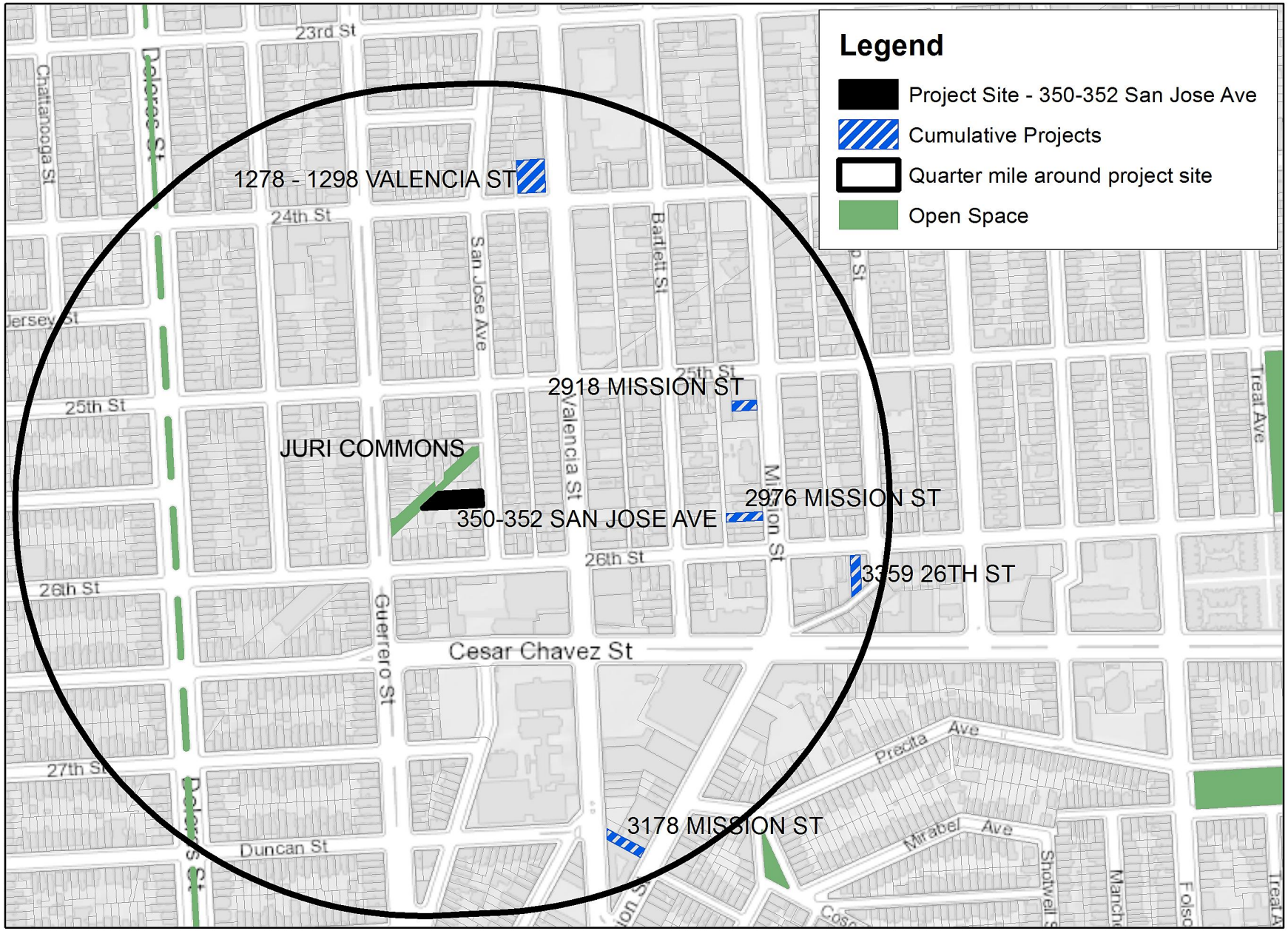


Figure **2.** Cumulative Projects within One-quarter Mile of the Project Site



Source: San Francisco Planning Department, June 2019.

BLOCK / LOT: 6545 / 003

PROPERTY LINE:

OUTLINE OF SUBJECT BUILDING:

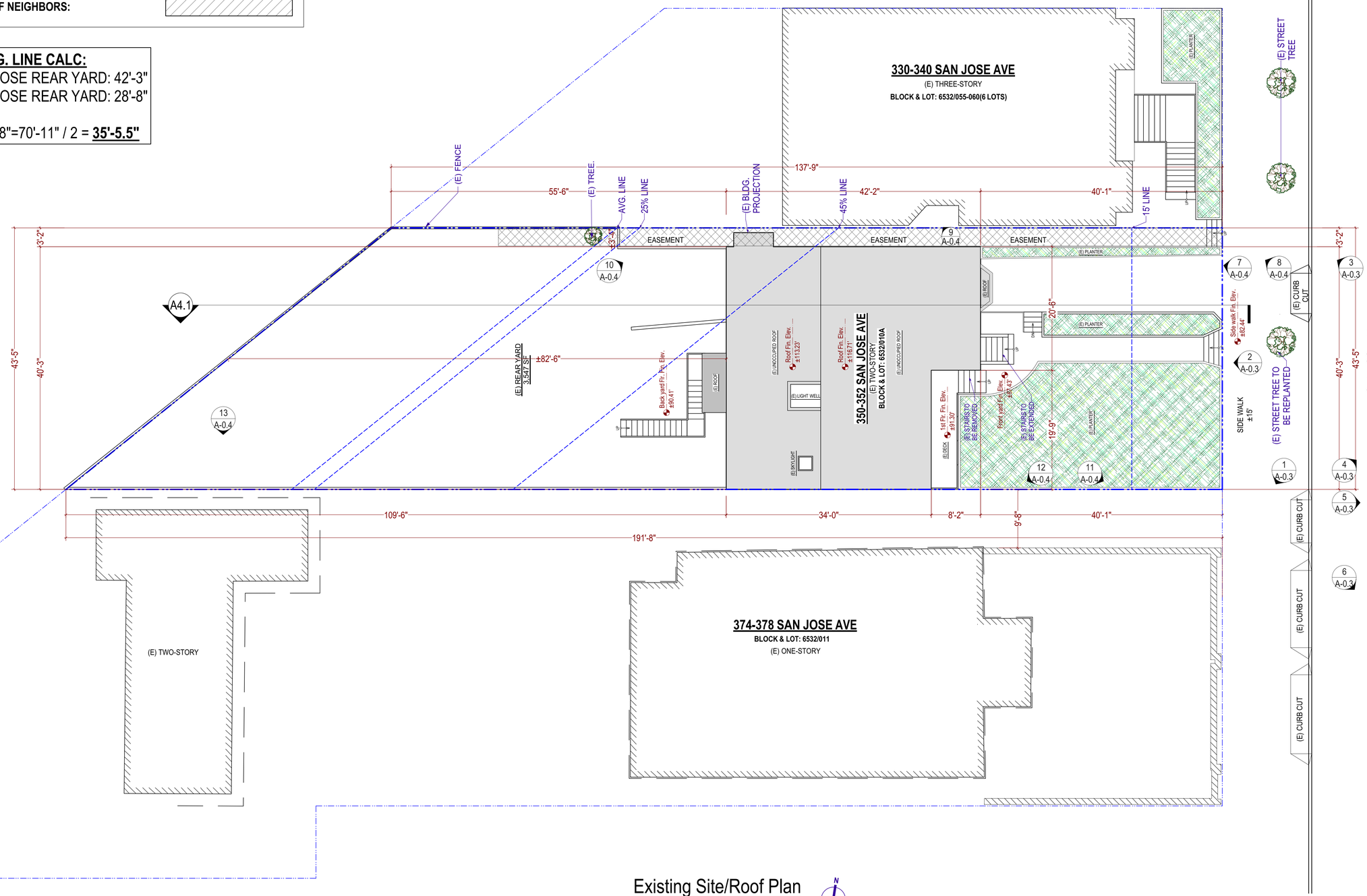
OUTLINE OF NEIGHBORS:

REAR AVG. LINE CALC:

330 SAN JOSE REAR YARD: 42'-3"

374 SAN JOSE REAR YARD: 28'-8"

42'-3"+28'-8"=70'-11" / 2 = **35'-5.5"**



Existing Site/Roof Plan

1/8" = 1'-0"

0 1' 3' 5' 10' 15' 20'

PROJECT NAME

350 SAN JOSE AVE.

SAN FRANCISCO, CA

SIA CONSULTING CORPORATION
4742 MISSION STREET
SAN FRANCISCO CA 94112
TEL: (415) 741.1292
FAX: (415) 849.1252
WWW. SIACONSULT.COM

SHEET TITLE

(E) Site Plan

ISSUES / REVISIONS

NO.	DATE	DESCRIPTION

DRAWN	A.A.
CHECKED	R.K.
DATE	02/22/2017
REVISED DATE	09/17/2020
JOB NO.	17-1741
SHEET NO.	**A-1.1**

BLOCK / LOT: 6545 / 003

PROPERTY LINE:

OUTLINE OF SUBJECT BUILDING:

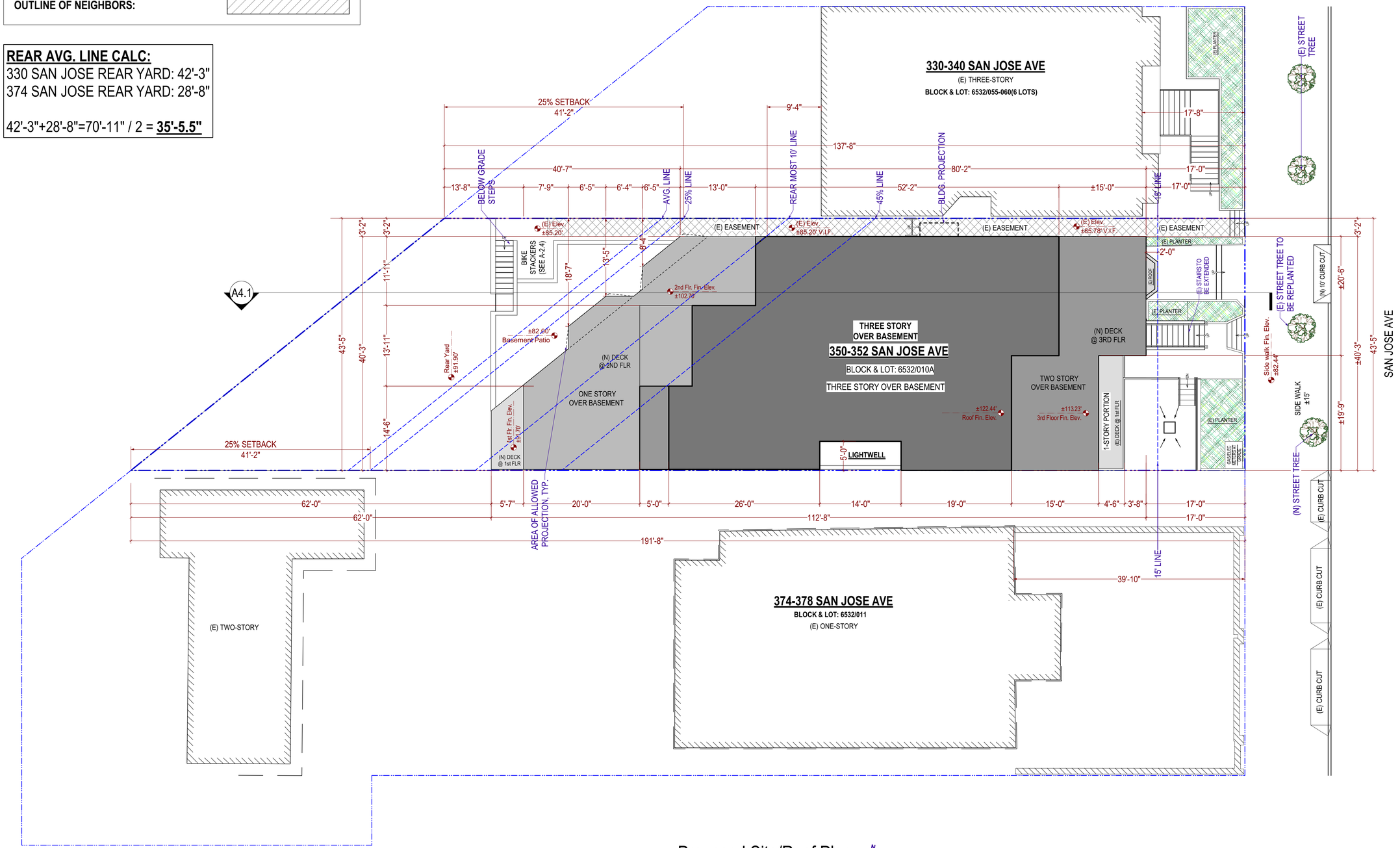
OUTLINE OF NEIGHBORS:

REAR AVG. LINE CALC:

330 SAN JOSE REAR YARD: 42'-3"

374 SAN JOSE REAR YARD: 28'-8"

42'-3"+28'-8"=70'-11" / 2 = **35'-5.5"**



Proposed Site/Roof Plan

1/8" = 1'-0"

0 1' 3' 5' 10' 15' 20'

PROJECT NAME

350 SAN JOSE AVE.

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SHEET TITLE

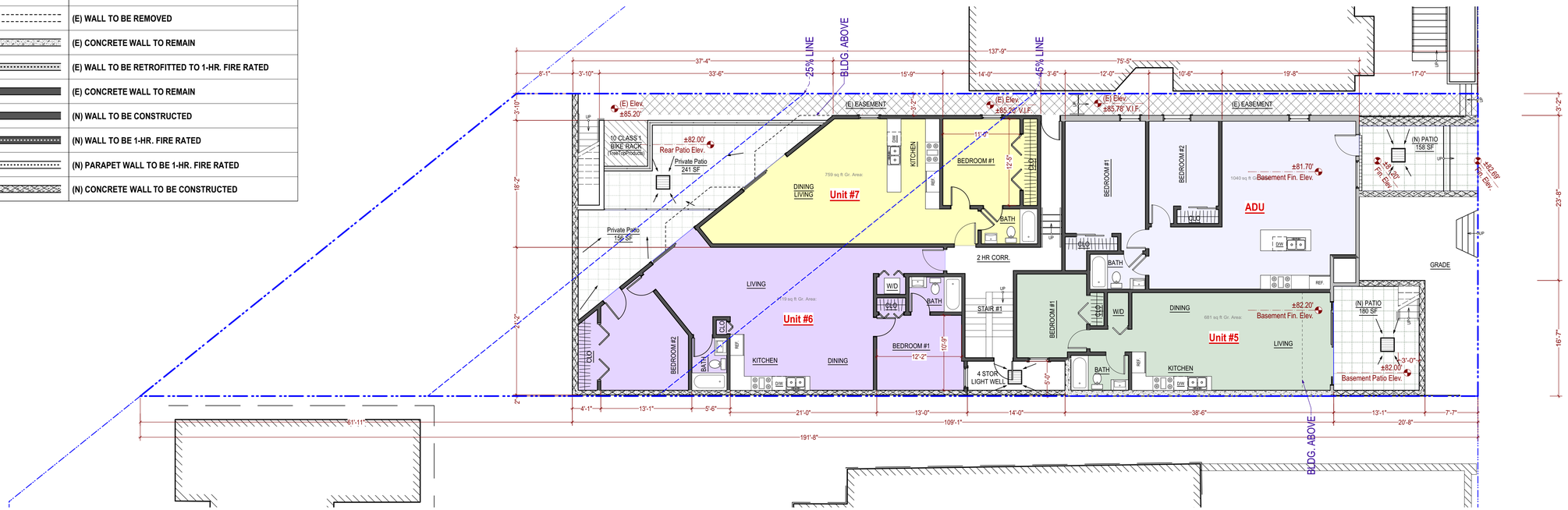
(N) Site Plan

ISSUES / REVISIONS

NO.	DATE	DESCRIPTION

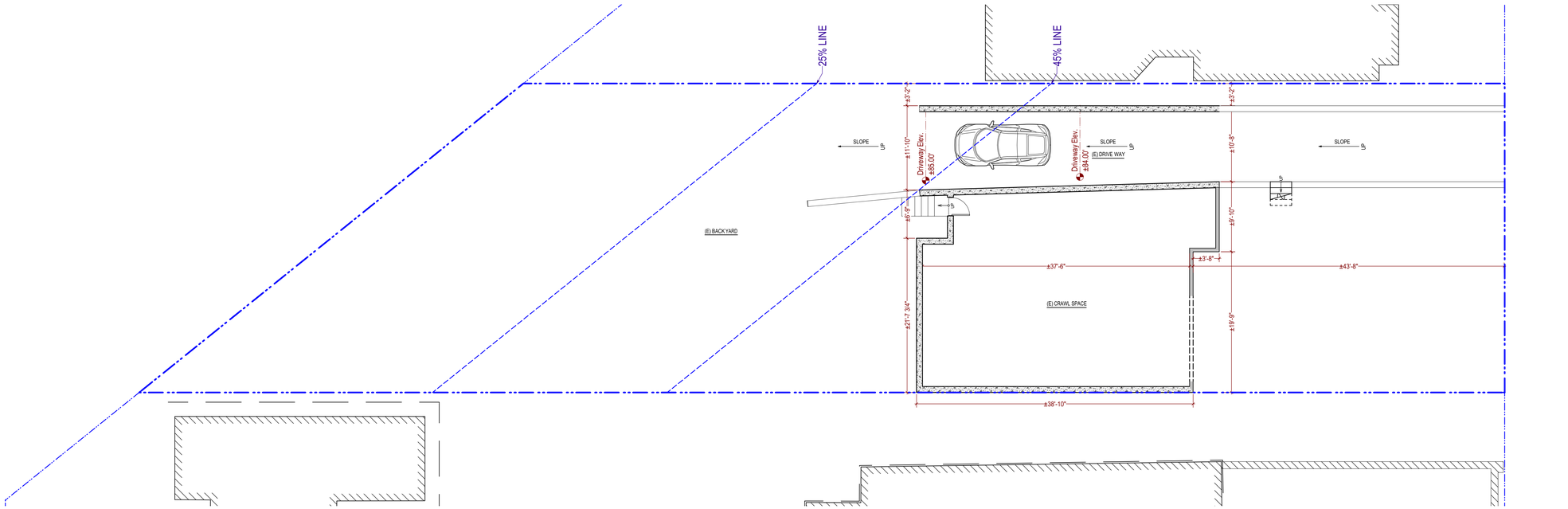
DRAWN	A.A.
CHECKED	R.K.
DATE	02/22/2017
REVISED DATE	09/17/2020
JOB NO.	17-1741
SHEET NO.	**A-1.2**

	PROPERTY LINE
	(E) WALL TO BE REMOVED
	(E) CONCRETE WALL TO REMAIN
	(E) WALL TO BE RETROFITTED TO 1-HR. FIRE RATED
	(E) CONCRETE WALL TO REMAIN
	(N) WALL TO BE CONSTRUCTED
	(N) WALL TO BE 1-HR. FIRE RATED
	(N) PARAPET WALL TO BE 1-HR. FIRE RATED
	(N) CONCRETE WALL TO BE CONSTRUCTED



Proposed Basement Plan

1/8" = 1'-0"



Existing Basement Plan

1/8" = 1'-0"

PROJECT NAME

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SHEET TITLE

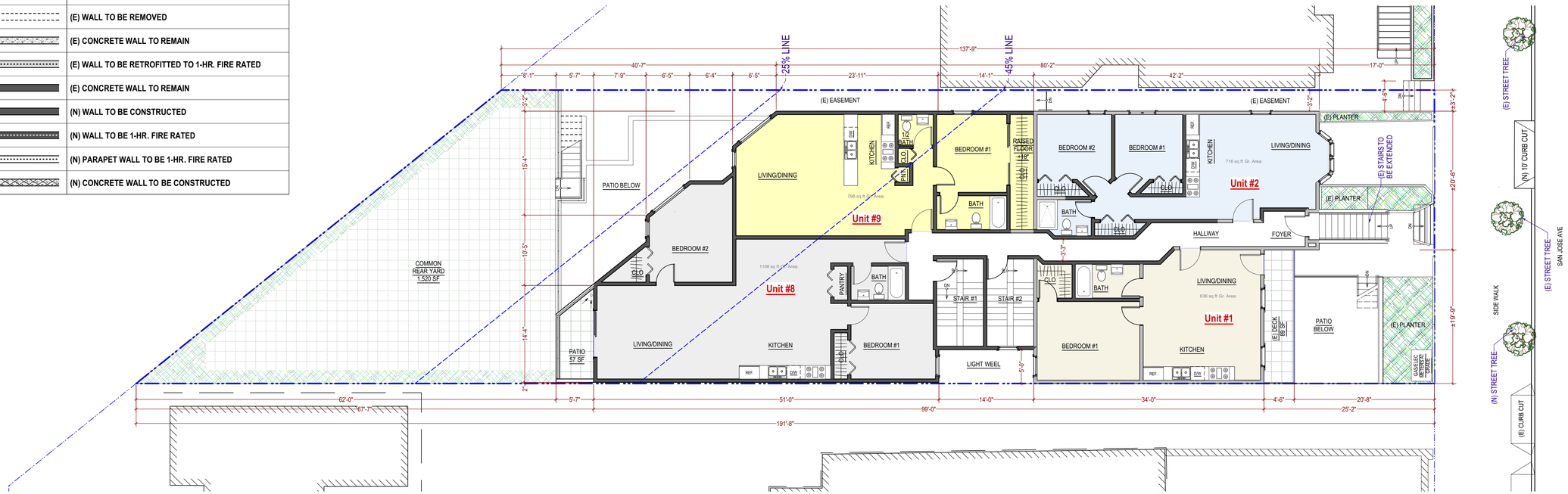
Basement Plan

ISSUES / REVISIONS

NO.	DATE	DESCRIPTION

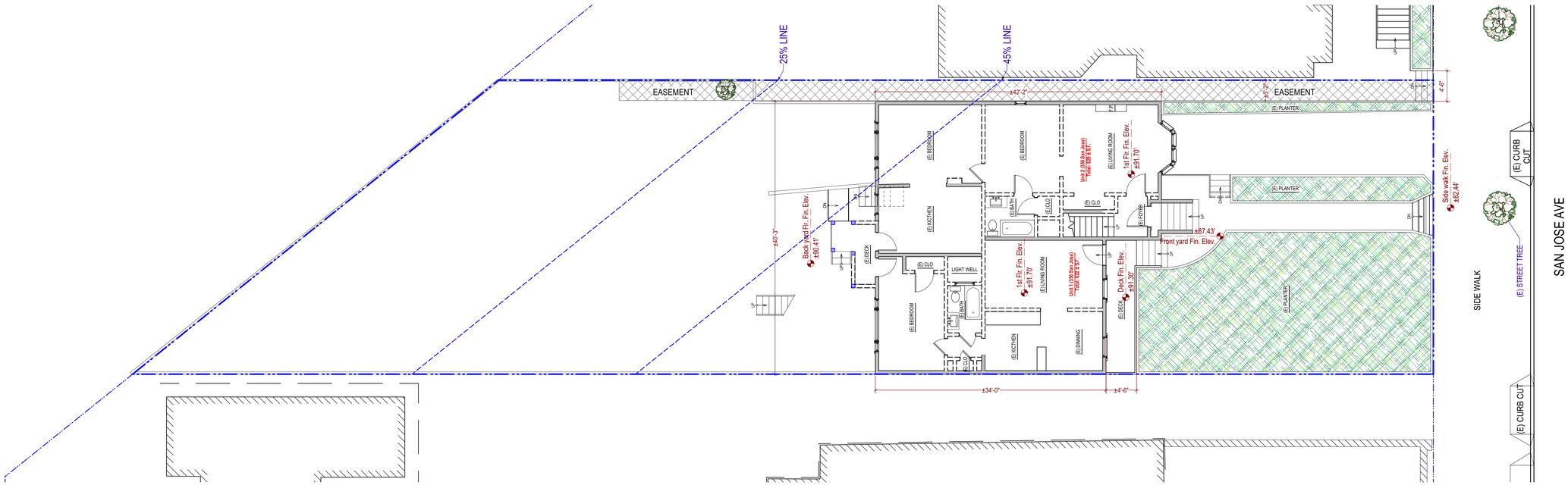
DRAWN	A.A.
CHECKED	R.K.
DATE	02/22/2017
REVISED DATE	09/17/2020
JOB NO.	17-1741
SHEET NO.	**A-2.1**

	PROPERTY LINE
	(E) WALL TO BE REMOVED
	(E) CONCRETE WALL TO REMAIN
	(E) WALL TO BE RETROFITTED TO 1-HR. FIRE RATED
	(E) CONCRETE WALL TO REMAIN
	(N) WALL TO BE CONSTRUCTED
	(N) WALL TO BE 1-HR. FIRE RATED
	(N) PARAPET WALL TO BE 1-HR. FIRE RATED
	(N) CONCRETE WALL TO BE CONSTRUCTED



Proposed First Floor Plan

1/8" = 1'-0"



Existing First Floor Plan

1/8" = 1'-0"

PROJECT NAME

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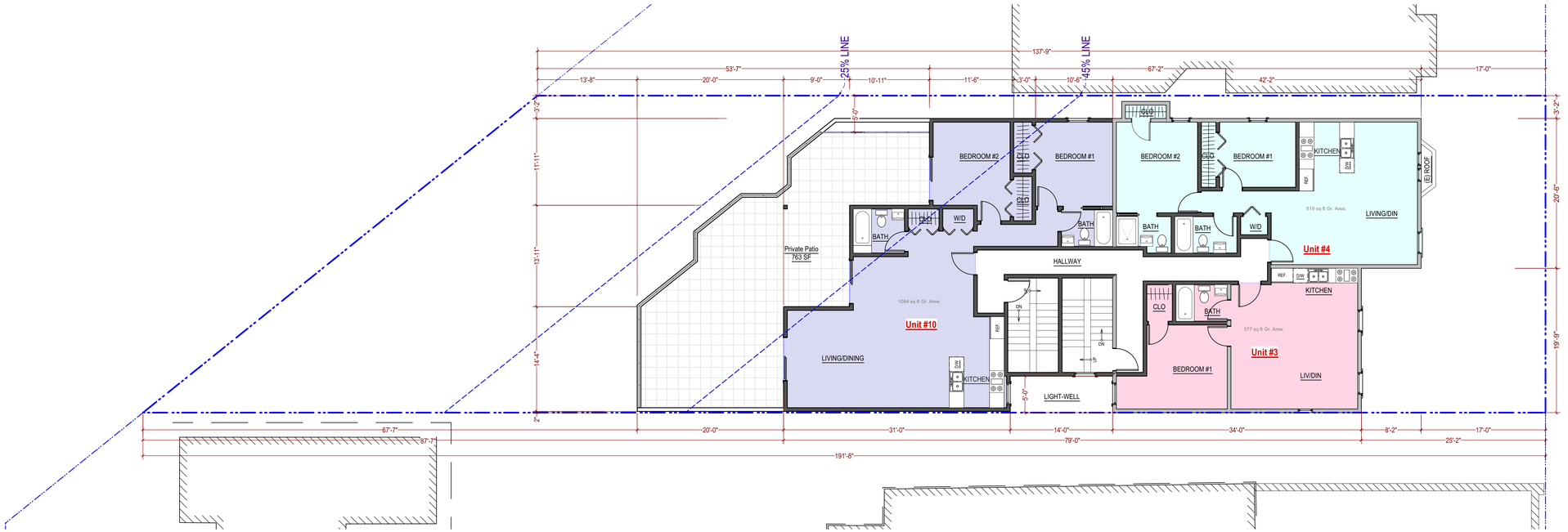
SHEET TITLE

(E)&(N) FIRST FLOOR PLANS

ISSUES / REVISIONS

NO.	DATE	DESCRIPTION

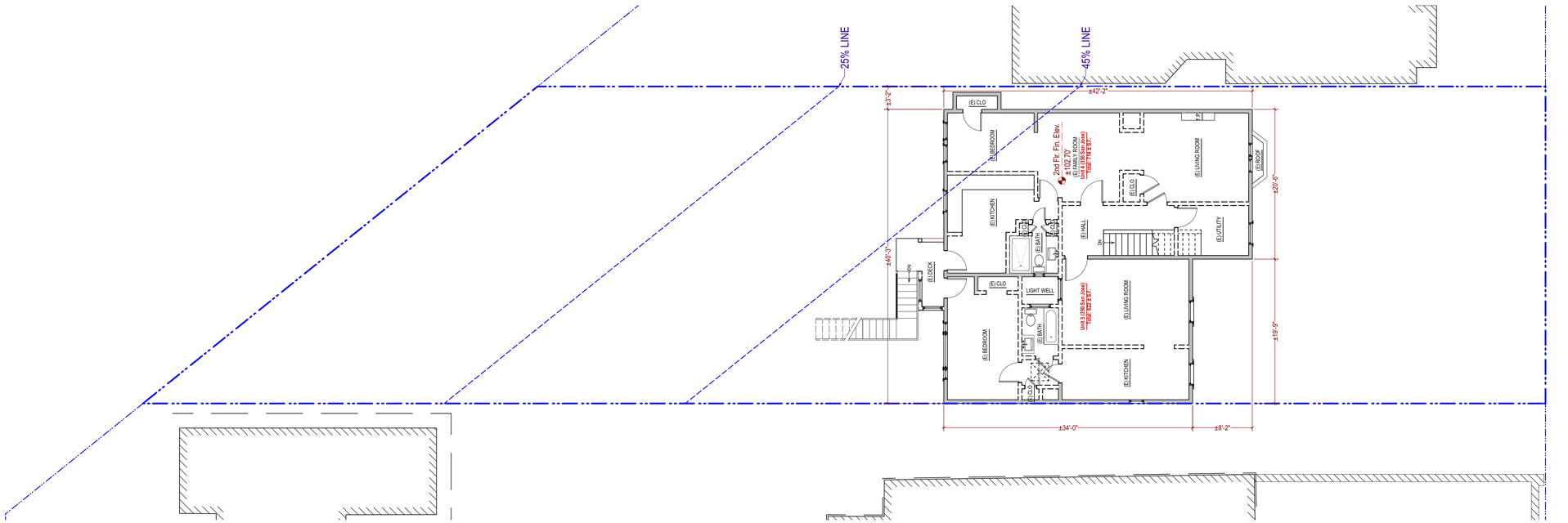
DRAWN	A.A.
CHECKED	R.K.
DATE	02/22/2017
REVISED DATE	09/17/2020
JOB NO.	17-1741
SHEET NO.	**A-2.2**



Proposed Second Floor Plan

1/8" = 1'-0"

0 1' 3' 5' 10' 15' 20'



Existing Second Floor Plan

1/8" = 1'-0"

0 1' 3' 5' 10' 15' 20'

PROJECT NAME

350 SAN JOSE AVE.

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SHEET TITLE

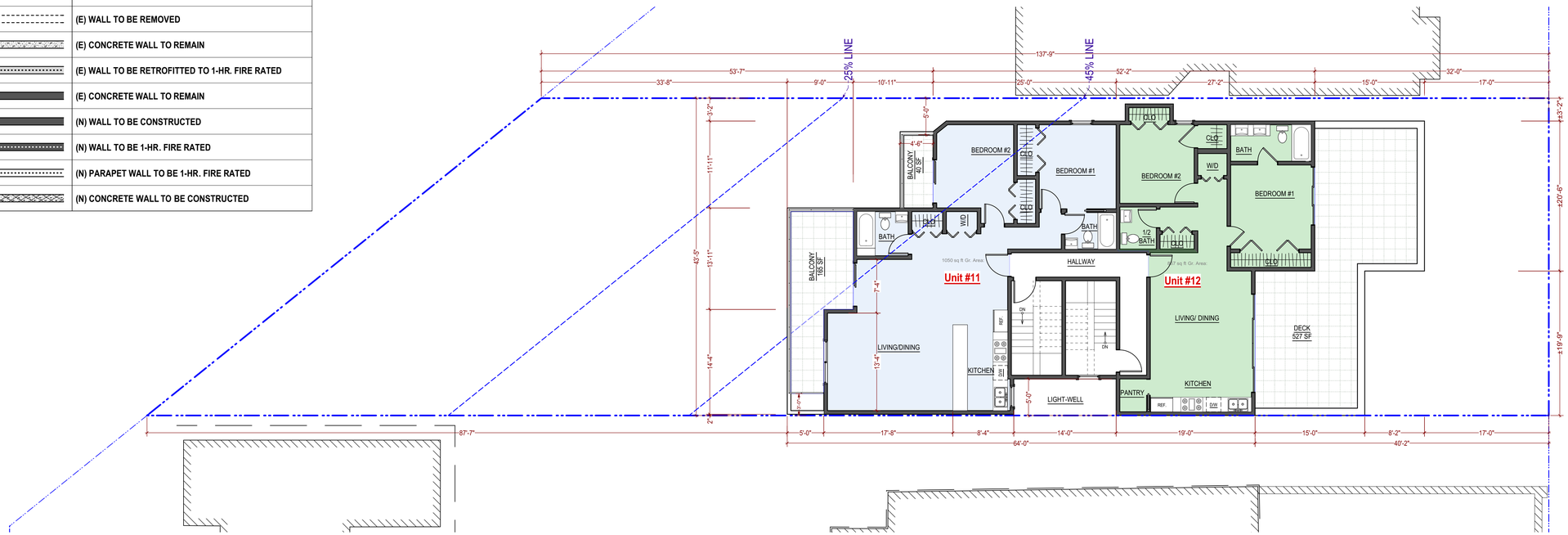
(E)&(N) SECONG FLOOR PLANS

ISSUES / REVISIONS

NO.	DATE	DESCRIPTION

DRAWN	A.A.
CHECKED	R.K.
DATE	02/22/2017
REVISED DATE	09/17/2020
JOB NO.	17-1741
SHEET NO.	**A-2.3**

	PROPERTY LINE
	(E) WALL TO BE REMOVED
	(E) CONCRETE WALL TO REMAIN
	(E) WALL TO BE RETROFITTED TO 1-HR. FIRE RATED
	(E) CONCRETE WALL TO REMAIN
	(N) WALL TO BE CONSTRUCTED
	(N) WALL TO BE 1-HR. FIRE RATED
	(N) PARAPET WALL TO BE 1-HR. FIRE RATED
	(N) CONCRETE WALL TO BE CONSTRUCTED

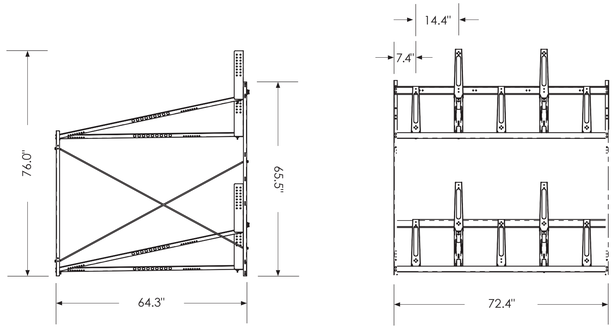


Proposed Third Floor Plan

1/8" = 1'-0"

0 1' 3' 5' 10' 15' 20'

DOUBLE-STACK BIKE STORAGE RACKS - 10 BIKE CAPACITY SPECIFICATIONS



TOTAL WEIGHT: 173 lbs

NOTES: 1) Minimum Ceiling Height 8'0"

PROJECT NAME

350 SAN JOSE AVE.

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SHEET TITLE

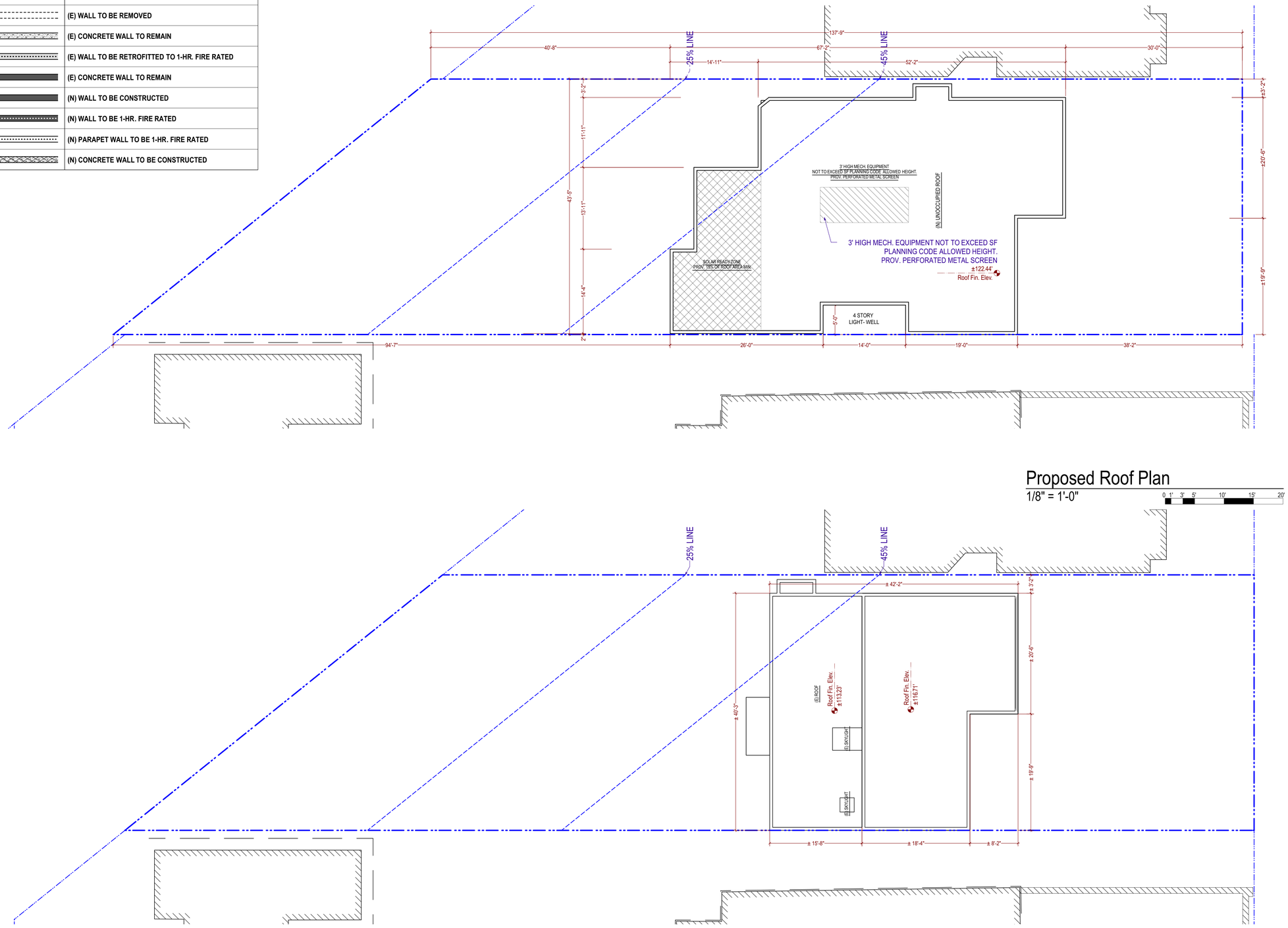
(N) THIRD FLOOR PLAN

ISSUES / REVISIONS

NO.	DATE	DESCRIPTION

DRAWN	A.A.
CHECKED	R.K.
DATE	02/22/2017
REVISED DATE	09/17/2020
JOB NO.	17-1741
SHEET NO.	**A-2.4**

	PROPERTY LINE
	(E) WALL TO BE REMOVED
	(E) CONCRETE WALL TO REMAIN
	(E) WALL TO BE RETROFITTED TO 1-HR. FIRE RATED
	(E) CONCRETE WALL TO REMAIN
	(N) WALL TO BE CONSTRUCTED
	(N) WALL TO BE 1-HR. FIRE RATED
	(N) PARAPET WALL TO BE 1-HR. FIRE RATED
	(N) CONCRETE WALL TO BE CONSTRUCTED



Proposed Roof Plan

1/8" = 1'-0"

0 1' 3' 5' 10' 15' 20'

N

Existing Roof Plan

1/8" = 1'-0"

0 1' 3' 5' 10' 15' 20'

N

PROJECT NAME

350 SAN JOSE AVE.

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SHEET TITLE

ROOF PLANS

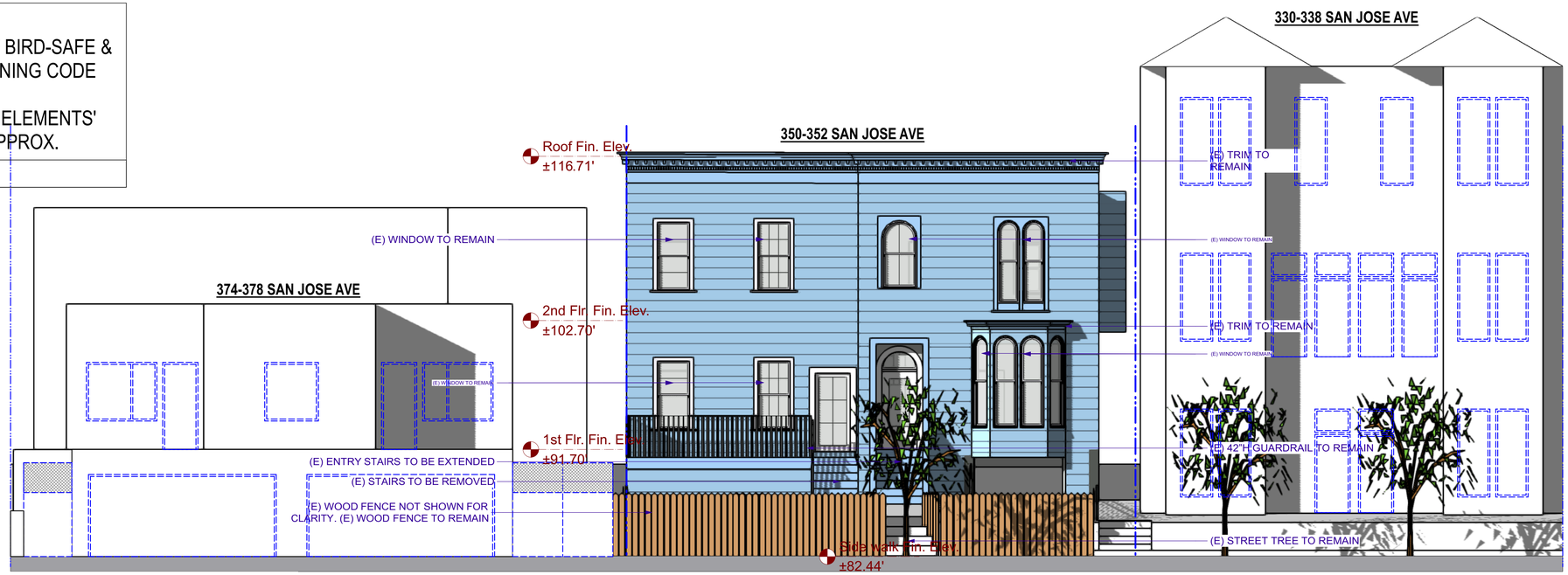
ISSUES / REVISIONS

NO.	DATE	DESCRIPTION

DRAWN	A.A.
CHECKED	R.K.
DATE	02/22/2017
REVISED DATE	09/17/2020
JOB NO.	17-1741
SHEET NO.	**A-2.5**

NOTE:
- ALL GLAZING SHALL BE BIRD-SAFE & SHALL COMPLY W/ PLANNING CODE SEC. 139.
- ALL NEIGHBORS' BLDG ELEMENTS' SIZE & LOCATION ARE APPROX.

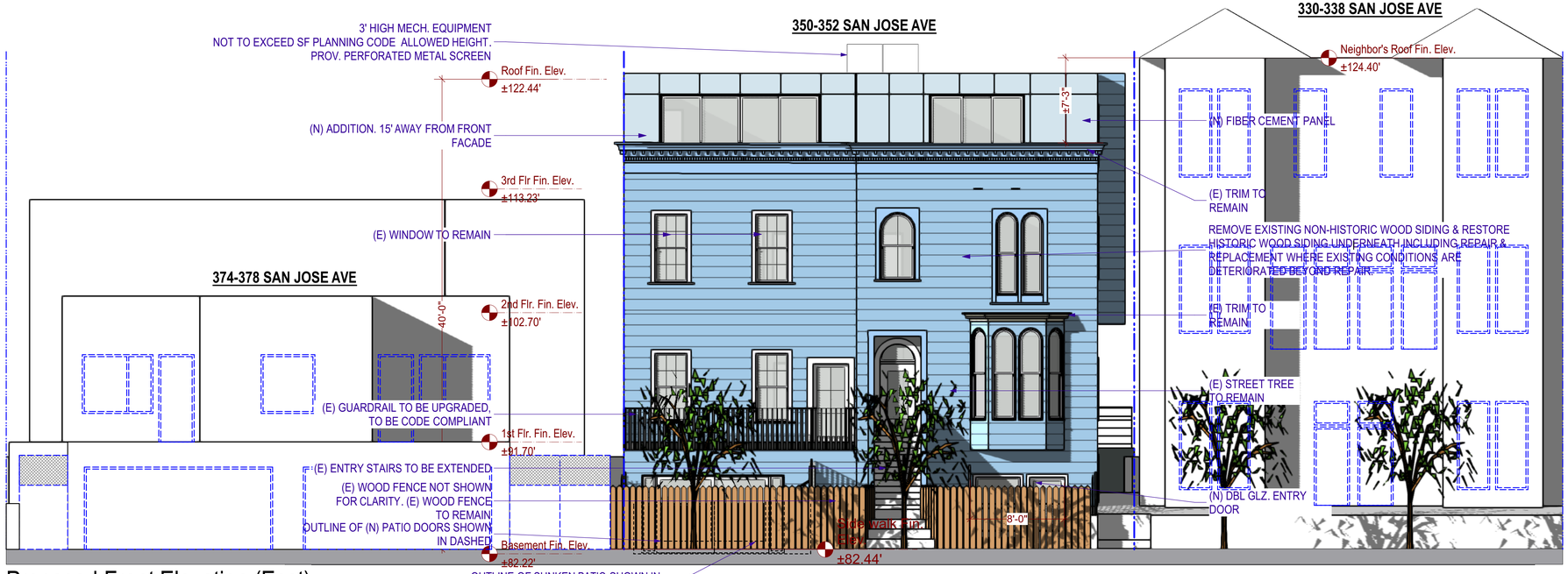
PROPERTY LINE



Existing Front Elevation (East)

3/16" = 1'-0"

0 1' 3' 5' 10' 15' 20'



Proposed Front Elevation (East)

3/16" = 1'-0"

0 1' 3' 5' 10' 15' 20'

PROJECT NAME

350 SAN JOSE AVE.

SAN FRANCISCO, CA

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SHEET TITLE

Front Elevations

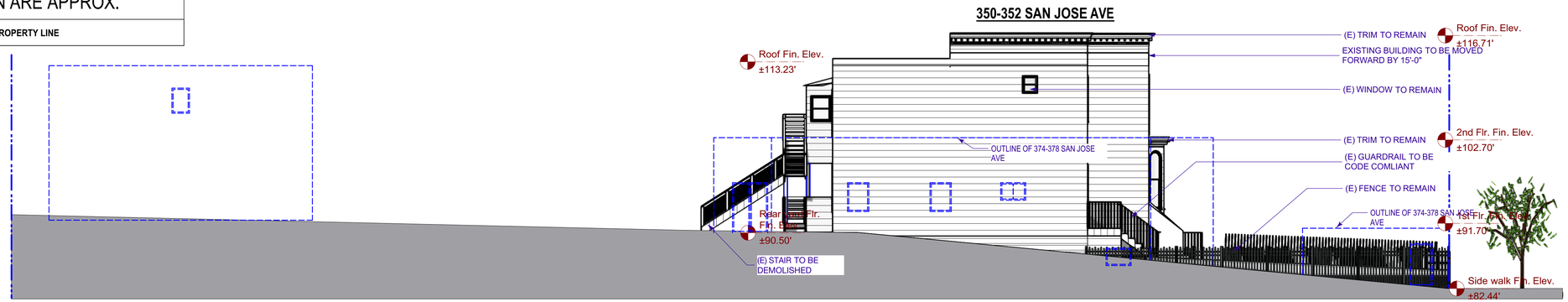
ISSUES / REVISIONS

NO.	DATE	DESCRIPTION

DRAWN	A.A.
CHECKED	R.K.
DATE	02/22/2017
REVISED DATE	09/17/2020
JOB NO.	17-1741
SHEET NO.	**A-3.1**

NOTE:
- ALL GLAZING SHALL BE BIRD-SAFE & SHALL COMPLY W/ PLANNING CODE SEC. 139.
- ALL NEIGHBORS' BLDG ELEMENTS' SIZE & LOCATION ARE APPROX.

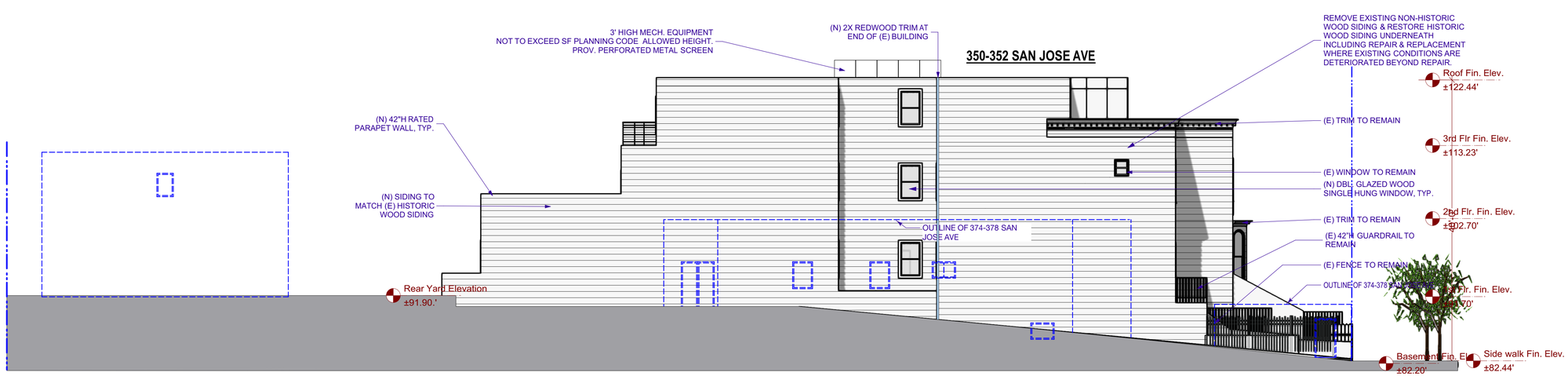
	PROPERTY LINE



Existing Left Elevation (South)

1/8" = 1'-0"

0 1' 3' 5' 10' 15' 20'



Proposed Left Elevation (South)

1/8" = 1'-0"

0 1' 3' 5' 10' 15' 20'

PROJECT NAME

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SAN FRANCISCO, CA

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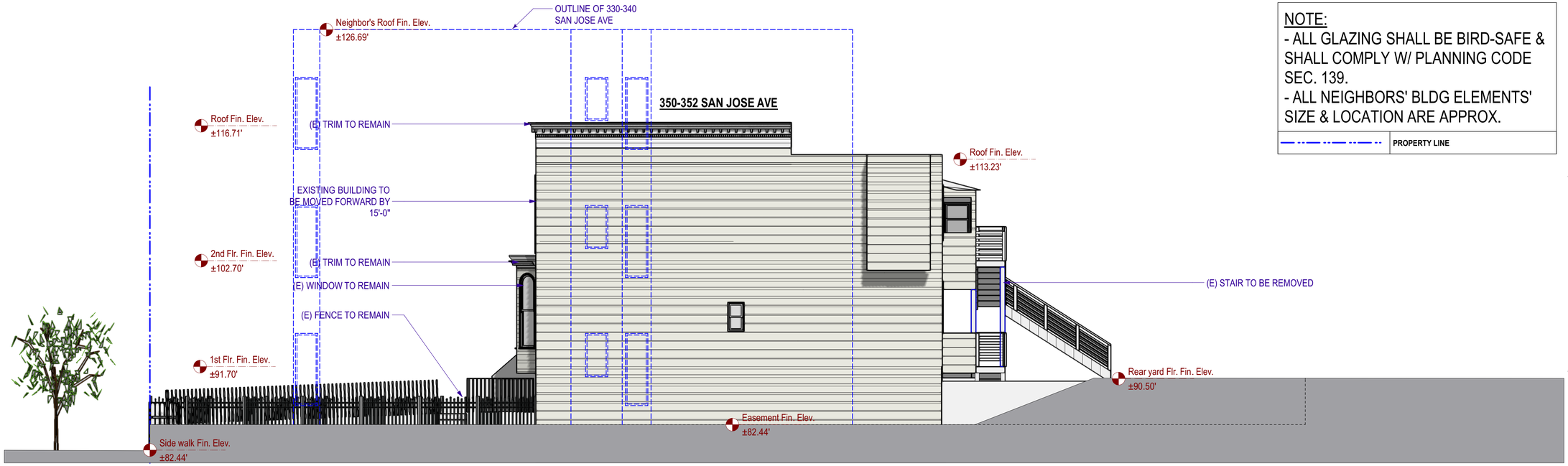
SHEET TITLE

Left Elevations

ISSUES / REVISIONS

NO.	DATE	DESCRIPTION

DRAWN	A.A.
CHECKED	R.K.
DATE	02/22/2017
REVISED DATE	09/17/2020
JOB NO.	17-1741
SHEET NO.	**A-3.2**



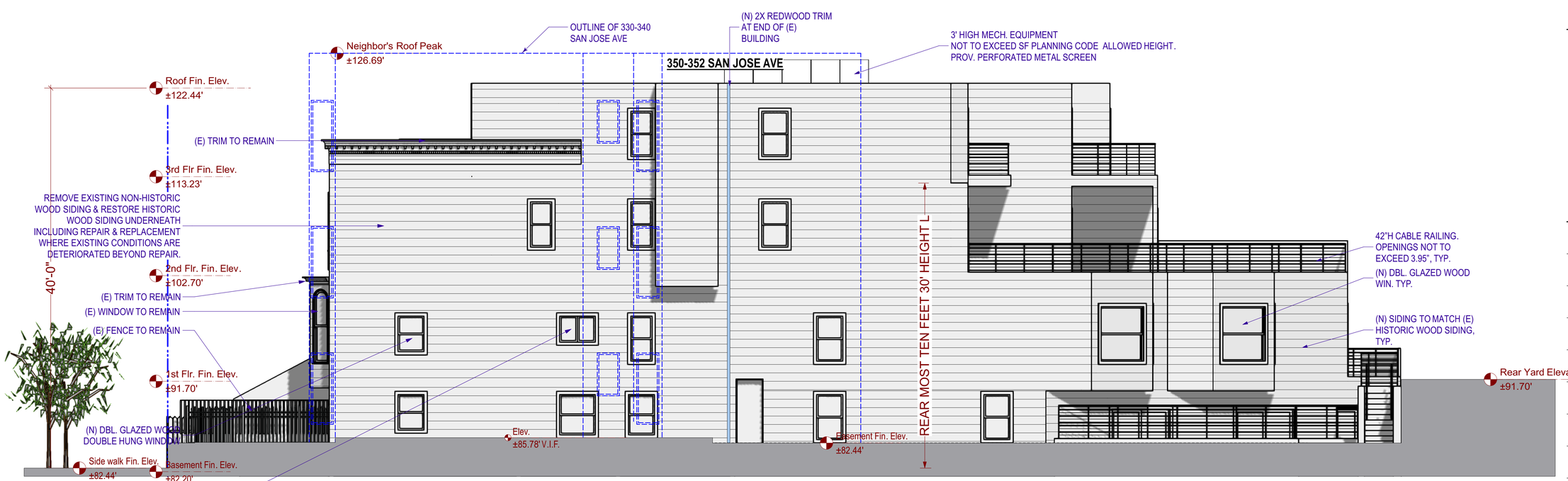
Existing Right Elevation (North)

3/16" = 1'-0"

0 1' 3' 5' 10' 15' 20'

NOTE:
- ALL GLAZING SHALL BE BIRD-SAFE & SHALL COMPLY W/ PLANNING CODE SEC. 139.
- ALL NEIGHBORS' BLDG ELEMENTS' SIZE & LOCATION ARE APPROX.

PROPERTY LINE



Proposed Right Elevation (North)

3/16" = 1'-0"

0 1' 3' 5' 10' 15' 20'

PROJECT NAME

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SHEET TITLE

Right Elevations

ISSUES / REVISIONS

NO.	DATE	DESCRIPTION

DRAWN	A.A.
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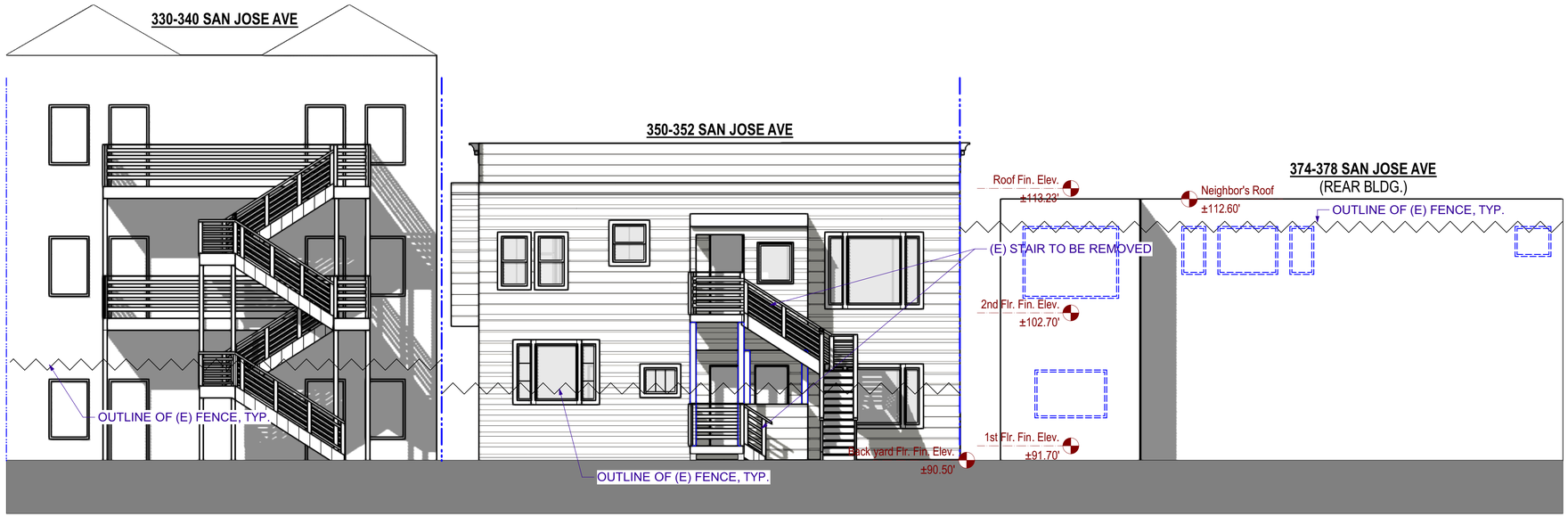
DATE	02/22/2017
REVISED DATE	09/17/2020
JOB NO.	17-1741
SHEET NO.	A-3.3

NOTE:
- ALL GLAZING SHALL BE BIRD-SAFE & SHALL COMPLY W/ PLANNING CODE SEC. 139.
- ALL NEIGHBORS' BLDG ELEMENTS' SIZE & LOCATION ARE APPROX.

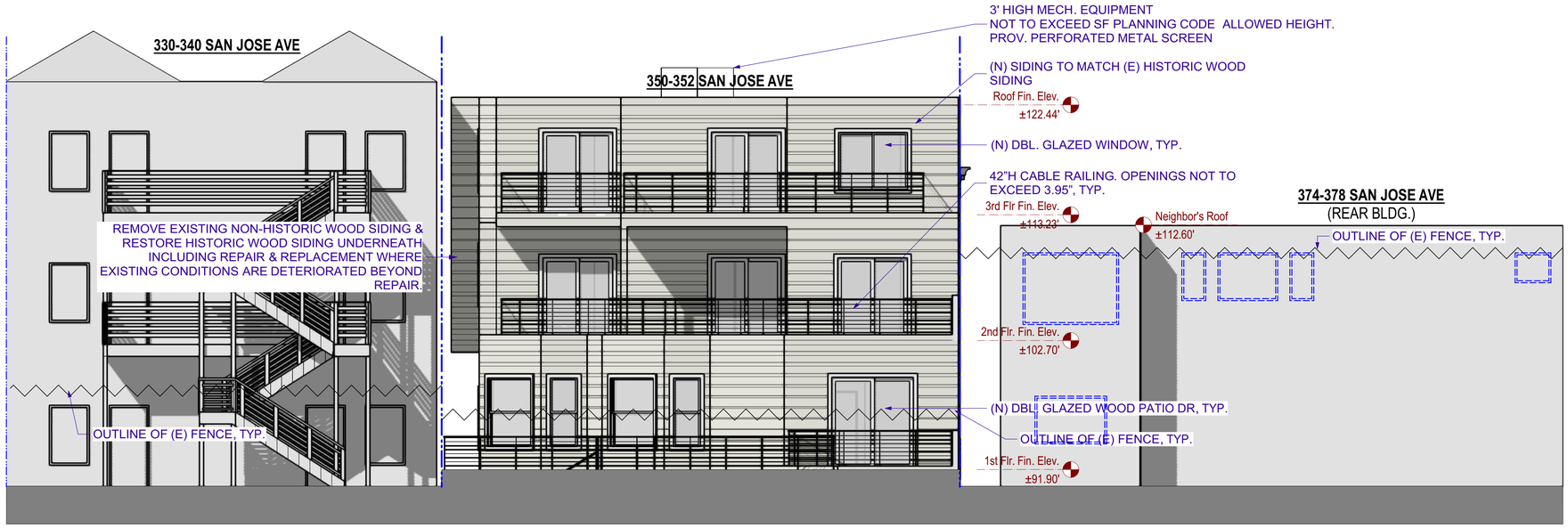
----------	PROPERTY LINE



Existing Rear Elevation (West)

3/16" = 1'-0"

0 1' 3' 5' 10' 15' 20'



Proposed Rear Elevation (West)

3/16" = 1'-0"

0 1' 3' 5' 10' 15' 20'

PROJECT NAME

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SHEET TITLE

Rear Elevations

ISSUES / REVISIONS

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DRAWN	A.A.
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SHEET NO.	**A-3.4**

PROPERTY LINE

(E) TRIM TO REMAIN, TYP.

Roof Fin. Elev.
±116.71'

(E) FENCES. NO CHANGE

2nd Flr. Fin. Elev.
±102.70'

± 34'-2"

1st Flr. Fin. Elev.
±91.70'

Side walk Fin. Elev.
±82.44'

(E) ATTIC

(E) LIVING ROOM | (E) CLO | (E) FAMILY ROOM | (E) KITCHEN

(E) LIVING ROOM | (E) BEDROOM | (E) BEDROOM

9'-10"

10'-4"

±6'-8"

±7'-5"

Roof Fin. Elev.
±113.23'

Back yard Flr. Fin. Elev.
±90.50'

Existing Section A

3/16" = 1'-0"

0 1' 3' 5' 10' 15' 20'

Roof Fin. Elev.
±122.44'

3rd Flr Fin. Elev.
±113.23'

2nd Flr. Fin. Elev.
±102.70'

1st Flr. Fin. Elev.
±91.70'

Side walk Fin. Elev.
±82.44'

Basement Fin. Elev.
±82.22'

40'-0"

30'-8"

UNOCCUPIED ROOF

DECK | BEDROOM #1 | **Unit #12** | BEDROOM #2 | BEDROOM #1 | CLO | **Unit #11** | BEDROOM #2 | BALCONY

Unit #4 | KIT | BEDROOM #1 | CLO | BEDROOM #2 | BEDROOM #1 | CLO | **Unit #10** | BEDROOM #2 | PATIO

Unit #2 | LIV/DIN | KIT | BEDROOM #1 | BEDROOM #2 | CLO | BEDROOM #1 | CLO | KIT | **Unit #9** | LIV/DIN

ADU | HALL WAY | CLO | BEDROOM #1 | **Unit #7** | KIT | LIV/DIN | PATIO

8'-4"

9'-6"

10'-4"

9'-0"

ADU Fin. Elev.
±91.70'

Rear Yard Elevation
±91.90'

Proposed Section A

3/16" = 1'-0"

0 1' 3' 5' 10' 15' 20'

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Sections

ISSUES / REVISIONS

NO.	DATE	DESCRIPTION

DRAWN	A.A.
CHECKED	R.K.
DATE	02/22/2017
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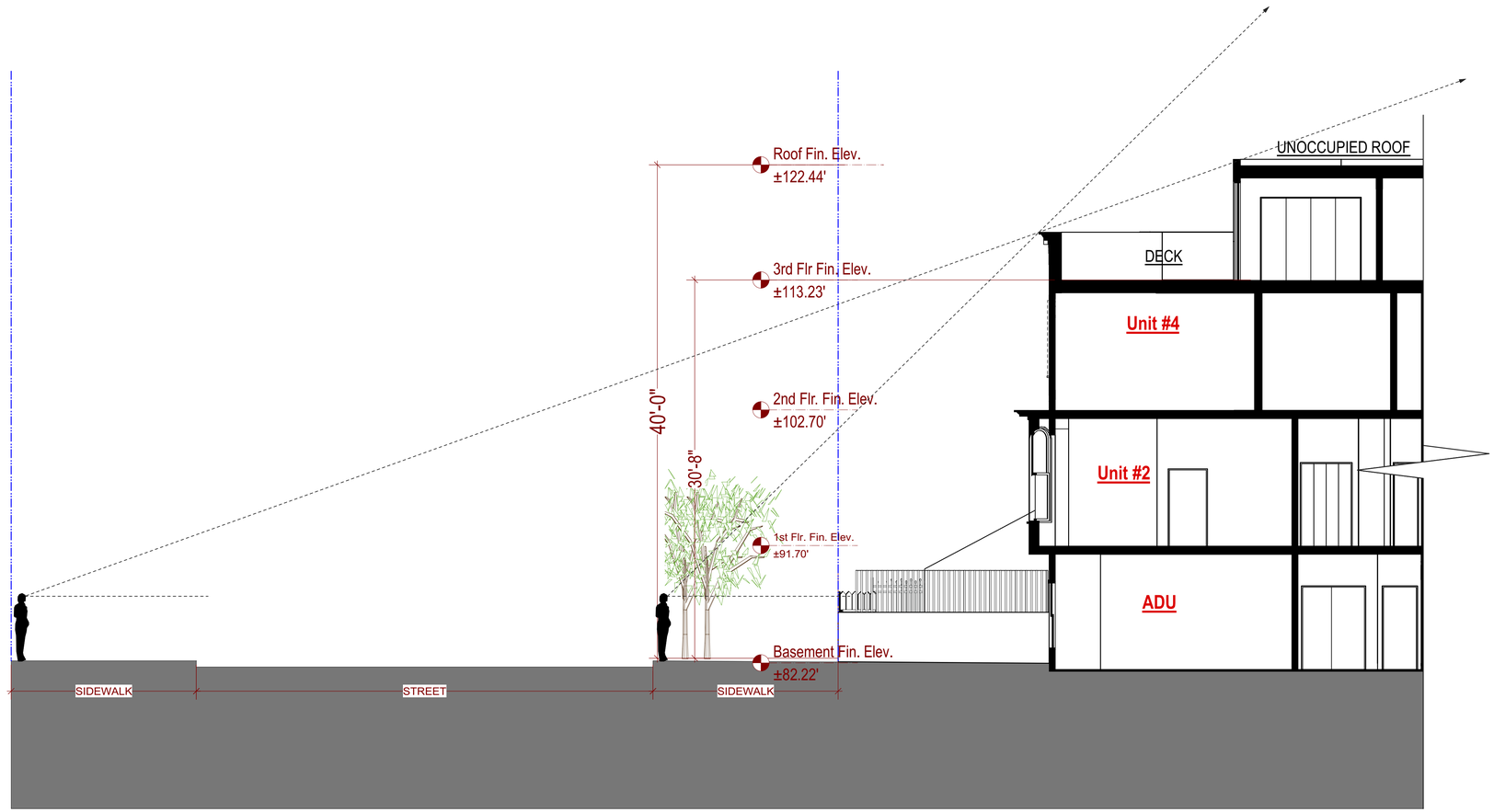
JOB NO.	17-1741
SHEET NO.	**A-4.1**

	PROPERTY LINE



Sightline Study

3/16" = 1'-0"

0 1' 3' 5' 10' 15' 20'

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Sightline Diagram

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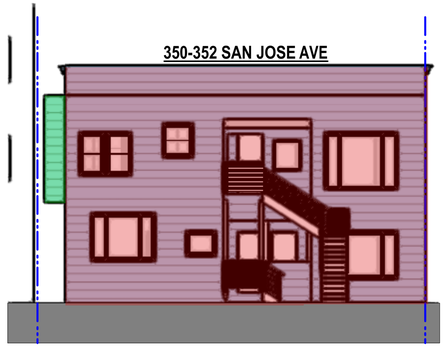
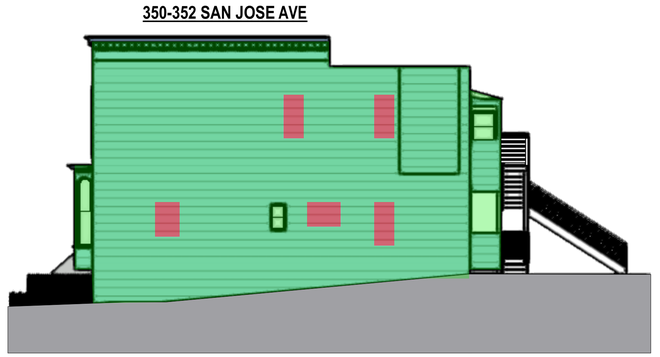
SHEET NO.	**A-4.2**

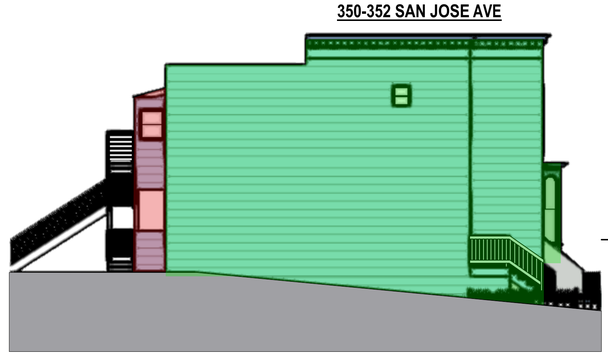
Existing Front Elevation
1/8" = 1'-0"



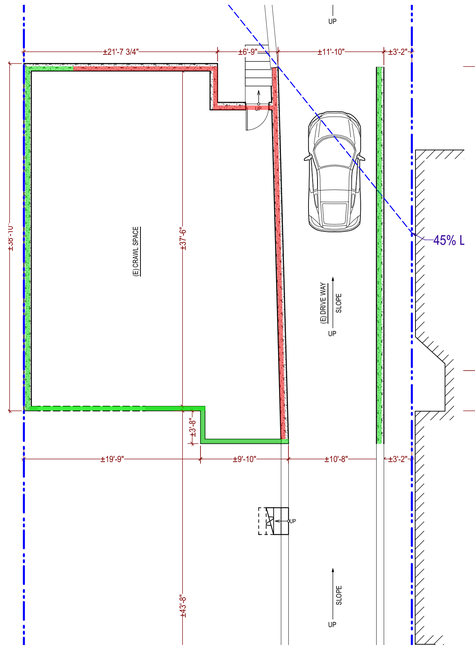
Existing Rear Elevation
1/8" = 1'-0"



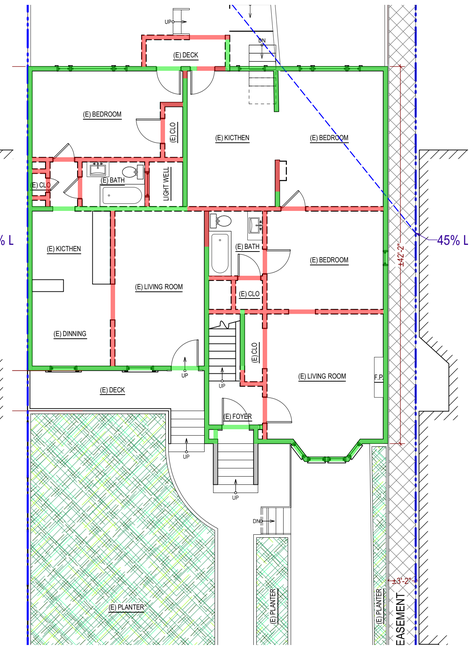
Existing Right Elevation
1/8" = 1'-0"



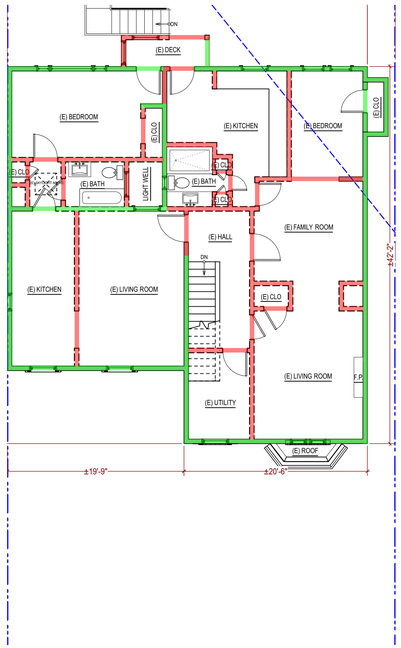
Existing Left Elevation
1/8" = 1'-0"



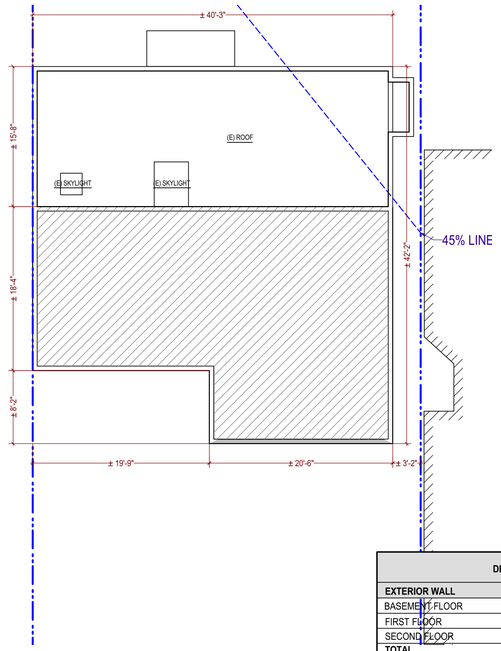
Existing Basement Plan
1/8" = 1'-0"



Existing First Floor Plan
1/8" = 1'-0"



Existing Second Floor Plan
1/8" = 1'-0"



Existing Roof Plan
1/8" = 1'-0"

	WALL TO BE REMOVED
	WALL TO BE RETAINED
	HORIZONTAL ELEMENT TO BE REMOVED

DEMOLITION JUSTIFICATION PER SFPC 1005 (f)(1)

EXTERIOR WALL	(E) AREA Sq.Ft.	REMOVED	% REMOVED	
BASEMENT FLOOR	177	21	11.86 %	
FIRST FLOOR	446	0	0 %	
SECOND FLOOR	578	0	0%	
TOTAL	**1201**	**21**	**1.75%**	**< 25 %**

DEMOLITION JUSTIFICATION PER SFPC 1005 (f)(2)

EXT. WALLS (FUNCTION AS ALL EXTERNAL WALLS)	(E) LIN. FT	REMOVED	% REMOVED	
BASEMENT FLOOR	150.16	30.5	20.31 %	
FIRST FLOOR	173.75	12.3	7.08 %	
SECOND FLOOR	176.50	12.3	6.97%	
TOTAL	**500.41**	**55.1**	**11.01%**	**< 50 %**

DEMOLITION JUSTIFICATION PER SFPC 1005 (f)(3)

EXT. WALLS (FUNCTION AS EXT. OR INT. WALLS)	(E) LIN. FT	REMOVED	% REMOVED	
BASEMENT FLOOR	191.74	72.08	37.59 %	
FIRST FLOOR	173.75	12.3	7.08 %	
SECOND FLOOR	176.50	12.3	6.97%	
TOTAL	**541.99**	**96.68**	**17.84%**	**< 25 %**

DEMOLITION JUSTIFICATION PER SFPC 1005 (f)(4)

INT. WALLS	(E) LIN. FT	REMOVED	% REMOVED	
BASEMENT FLOOR	0'	0'	0 %	
FIRST FLOOR	216.6'	151.6	69.99 %	
SECOND FLOOR	233.1'	176.1'	75.55%	
TOTAL	**449.7'**	**327.7'**	**72.87%**	**< 75 %**

DEMOLITION JUSTIFICATION PER SFPC 1005 (f)(4) (FLOOR PLATES)

HORIZONTAL SURFACE	(E) AREA Sq.Ft.	REMOVED	% REMOVED	
FIRST FLOOR	1466	0	0 %	
SECOND FLOOR	1468	0	0 %	
ROOF	1468	859	58.51 %	
TOTAL:	**4,402 ± S.F.**	**859 ± S.F.**	**19.51 %**	**< 75 %**

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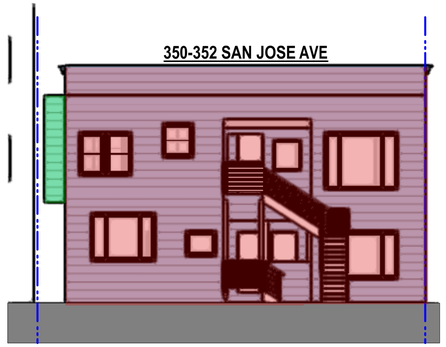
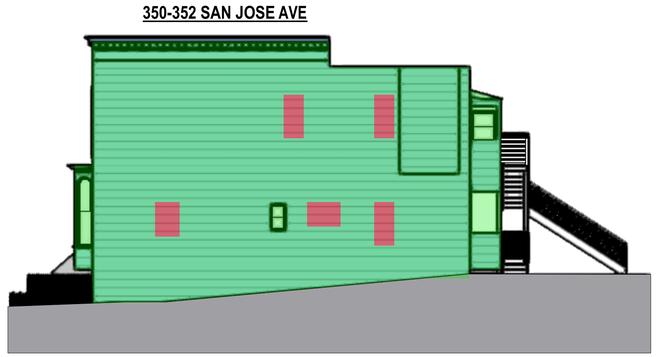
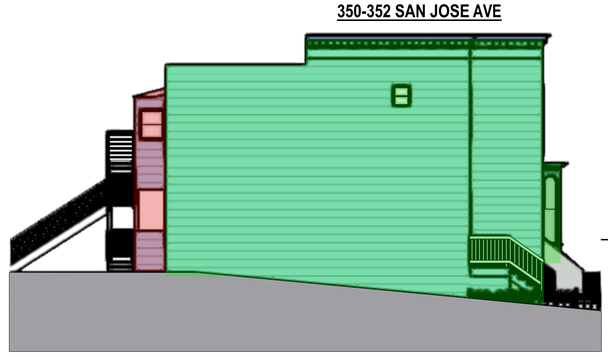
Existing Front Elevation
1/8" = 1'-0"



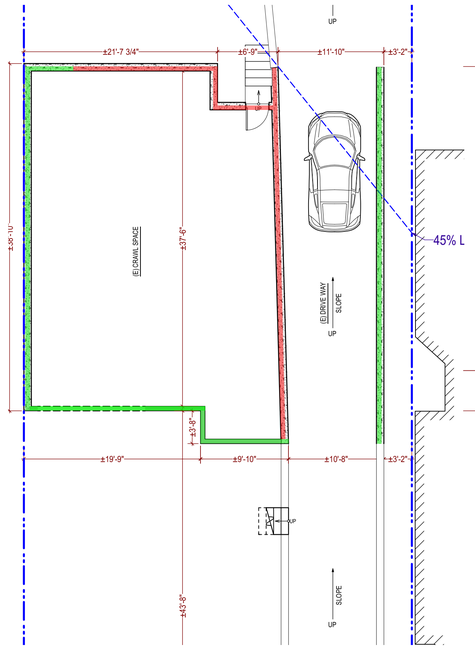
Existing Rear Elevation
1/8" = 1'-0"



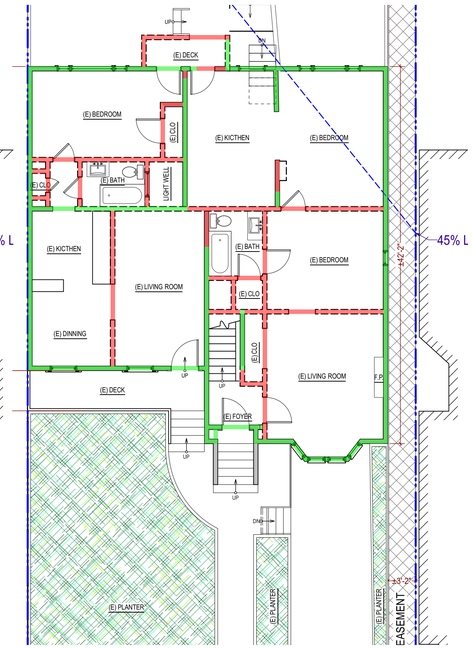
Existing Right Elevation
1/8" = 1'-0"



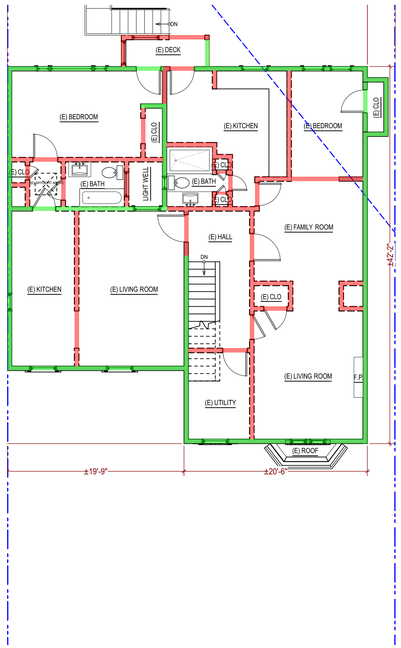
Existing Left Elevation
1/8" = 1'-0"



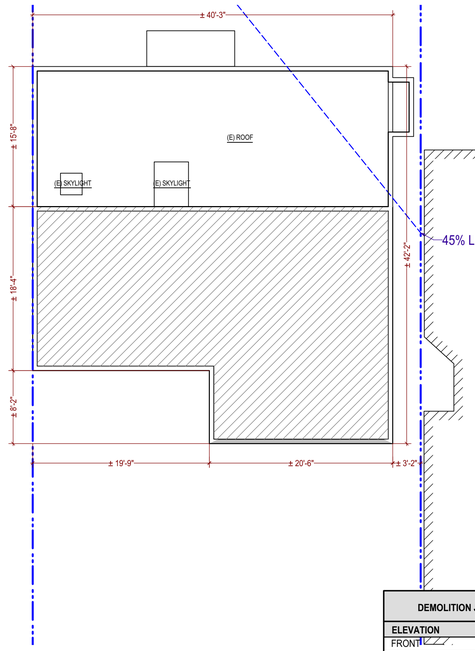
Existing Basement Plan
1/8" = 1'-0"



Existing First Floor Plan
1/8" = 1'-0"



Existing Second Floor Plan
1/8" = 1'-0"



Existing Roof Plan
1/8" = 1'-0"

	WALL TO BE REMOVED
	WALL TO BE RETAINED
	HORIZONTAL ELEMENT TO BE REMOVED

DEMOLITION JUSTIFICATION PER SFPC 317(b)(2)(B) - PART 1 (FRONT AND REAR FACADE)

ELEVATION	(E) LIN. FT	REMOVED	% REMOVED	
FRONT	30.41'	12'	39.46 %	
REAR	28.42'	23.09'	81.25 %	
TOTAL	**58.83'**	**35.09'**	**59.65%**	**> 50 %**

DEMOLITION JUSTIFICATION PER SFPC 317(b)(2)(B) - PART 2 (ALL EXTERIOR WALL)

ELEVATION	(E) LIN. FT	REMOVED	% REMOVED	
FRONT	30.41'	12'	39.46 %	
REAR	28.42'	23.09'	81.25 %	
LEFT	38'	0'	0%	
RIGHT	42.08'	0'	0%	
TOTAL	**138.91'**	**35.09'**	**25.26 %**	**< 65 %**

DEMOLITION JUSTIFICATION PER SFPC 317(b)(2)(C) - PART 1 (VERTICAL ENVELOPE)

ELEVATION	(E) AREA Sq.Ft.	REMOVED	% REMOVED	
FRONT	1201	21	1.75 %	
LEFT	1223	72	5.89%	
RIGHT	1224	123	10.05 %	
REAR	1107	1079	97.47 %	
TOTAL:	**4755 ± S.F.**	**1295± S.F.**	**27.23%**	**< 50 %**

DEMOLITION JUSTIFICATION PER SFPC 317(B)(2)(C) - PART 2 (HORIZONTAL ELEMENTS)

LEVEL	(E) AREA Sq.Ft.	REMOVED	% REMOVED	
FIRST FLOOR	1466	73	4.98 %	
SECOND FLOOR	1468	61	4.16 %	
ROOF	1468	859	58.51 %	
TOTAL:	**4,4002 ± S.F.**	**993 ± S.F.**	**22.56 %**	**< 50 %**

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