SAN FRANCISCO
PLANNING DEPARTMENT

Notice of Preparation of an Environmental Impact Report

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Date:	March 8, 2017
Case No.:	2014.1584ENV
Project Title:	**1530 5th Avenue**
Zoning:	RM-2 [Residential-Mixed, Moderate Density] Use District 40-X Height and Bulk District
Block/Lot:	2636/001
Lot Size:	6.12 acres (266,768 square feet)
Project Sponsor	Gaye Quinn, Westlake Kirkham Heights, LLC 650.353.5627
Lead Agency:	San Francisco Planning Department
Staff Contact:	Tania Sheyner – 415.575.9127 Tania.Sheyner@sfgov.org

PROJECT DESCRIPTION

The 6.12-acre project site is located in the Inner Sunset neighborhood, directly west of the Mt. Sutro Open Space Reserve and just south of the intersection of 5th Avenue and Kirkham Street. The University of California San Francisco Parnassus campus is located immediately north and northeast of the project site. The project site consists of steep terraced hillside topography with an elevation change of approximately 160 feet. The site contains 11 existing residential buildings, ranging from two to four stories and containing 86 dwelling units, as well as approximately 54,300 square feet of impervious areas taken up by roadways and sidewalks. The site also contains approximately 3.87 acres of pervious areas, including 2.86 acres of undeveloped and forested land to the east, west, and south of the existing buildings.

The proposed project would demolish the 11 existing buildings and construct six new buildings containing up to 445 dwelling units in their place (for a total of 359 net new units). The proposed six residential buildings would range from three to five stories and would contain a total of approximately 285,000 square feet of space, a total of 252 off-street parking spaces (split between two of the six buildings), 445 Class 1 bicycle spaces (provided within each of the six buildings) and 24 Class 2 outdoor bicycle parking spaces adjacent to the buildings. Each building would be within the 40-foot height limit for the site, as measured pursuant to the Planning Code's height measurement provisions for sloping lots, with mechanical equipment and elevator shafts extending up to 10 feet beyond the roof heights.

The proposed project would also reconfigure 5th Avenue through the site from its existing curvilinear to a proposed rectilinear configuration, designed to reflect the Inner Sunset street pattern, and install new sidewalks, landscaping, and supporting infrastructure. A total of approximately 33,700 square feet of open space available for public use would be provided, including gardens, promenades, and landscaped stairways, in addition to approximately 23,638 square feet of private open space (in the form of common and private roof decks and courtyards).

Approximately two acres of the site would remain as undeveloped forested area. The proposed project would require excavation of approximately 69,000 cubic yards of soil. The net export volume would be approximately 53,000 cubic yards, with approximately 16,000 cubic yards of soil to be reused at the site.

FINDING

This project may have a significant effect on the environment, and an Environmental Impact Report (EIR) is required. This determination is based upon the criteria of the California Environmental Quality Act (CEQA) Guidelines, Sections 15063 (Initial Study), 15064 (Determining Significant Effect), and 15065 (Mandatory Findings of Significance), and for the reasons documented in the Environmental Evaluation (Initial Study) for the project, which is attached. The purpose of the EIR will be to provide information about potential significant physical environmental impacts of the proposed project, identify possible ways to reduce the potentially significant impacts, and describe and analyze possible alternatives to the proposed project. Publication of a Notice of Preparation, Initial Study or EIR does not indicate a decision by the City to approve or disapprove a proposed project. However, before making any such decision, the decision makers must review and consider the EIR.

PUBLIC SCOPING PROCESS

A public scoping meeting will be held to receive oral comments concerning the scope of the EIR. The meeting will be held on **March 30, 2017** at **6:30 p.m.** at the **San Francisco County Fair Building** (1199 9th Avenue, San Francisco). To request a language interpreter or to accommodate persons with disabilities at the scoping meeting, please contact staff listed above at least 72 hours in advance of the meeting. Written comments will also be accepted at this meeting and until 5:00 p.m. on April 8, 2017. Written comments should be sent to Lisa M. Gibson, San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, California 94103.

If you work for a responsible state agency, we need to know the views of your agency regarding the scope and content of the environmental information that is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency may need to use the EIR when considering a permit or other approval for this project. Please include the name of a contact person in your agency.

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

March 8, 2017
Date

Rich Sucre, for
Lisa M. Gibson
Acting Environmental Review Officer

Initial Study
1530 5th Avenue Project
Planning Department Case No. 2014.1584ENV

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ACRONYMS AND ABBREVIATIONS

ABAG	Association of Bay Area Governments
ACBM	asbestos-containing material
ADA	Americans with Disabilities Act
BAAQMD	Bay Area Air Quality Management District
CBC	California Building Code
CEQA	California Environmental Quality Act
City	City of San Francisco
CNDDB	California Natural Diversity Database
CNPS	California Native Plant Society
CSOD	combined sewer overflow discharge
CU	Conditional Use
dBA	A-weighted decibel
DBI	Department of Building Inspection
DPW	Department of Public Works
EIR	Environmental Impact Report
EMS	Emergency Medical Services
EO	Executive Order
ERO	Environmental Review Officer
ESA	Environmental Site Assessment
FARR	Final Archaeological Resources Report
GHG	greenhouse gas
gsf	gross square feet
HRE	Historic Resource Evaluation
Ldn	day-night average sound level
LRDP	Long-Range Development Plan
MRZ	Mineral Resource Zone
MS4	Municipal Separate Storm Sewer System
NPDES	National Pollutant Discharge Elimination System
OPR	Office of Planning and Research
PTRF	Preservation Team Review Form
PUD	planned unit development
ROW	right-of-way
RWQCB	Regional Water Quality Control Board
SB	Senate Bill
SFBAAB	San Francisco Bay Area Air Basin
SFDPH	San Francisco Department of Public Health
SFFD	San Francisco Fire Department
SFPD	San Francisco Police Department
SFPUC	San Francisco Public Utilities Commission
SWPPP	Stormwater Pollution Prevention Plan
UCSF	University of California, San Francisco
USEPA	U.S. Environmental Protection Agency
UST	Underground Storage Tank

VdB	vibration decibel
VMT	vehicle miles traveled
VOC	volatile organic compound

Initial Study
1530 5th Avenue Project
Planning Department Case No. 2014.1584ENV

A. PROJECT DESCRIPTION

Project Summary

The 6.12-acre (266,768-square-foot) project site is located in San Francisco's Inner Sunset neighborhood, at the western edge of the Mount Sutro Open Space Reserve and just south of the intersection of 5th Avenue and Kirkham Street. The proposed 1530 5th Avenue project (proposed project) would demolish 11 existing residential buildings containing a total of 86 dwelling units (Kirkham Heights Apartments) and construct up to 445 dwelling units in their place (for a total of up to 359 additional units).[1] The proposed project would include a total of 252 parking spaces (0.6 parking spaces per unit), including 222 parking spaces for new residents and 30 spaces set aside for current residents returning to the project site at project completion. The proposed project would also include Class 1 indoor bicycle parking rooms in every building for a total of 445 Class 1 bicycle parking spaces and 24 Class 2 outdoor bicycle parking spaces adjacent to the buildings. The proposed project would require excavation of approximately 230,000 square feet (69,000 cubic yards) of soil. The net export volume would be approximately 53,000 cubic yards, with approximately 16,000 cubic yards of soil to be reused at the site. The proposed project would also involve installation of supporting infrastructure, development of approximately 57,000 square feet of publicly accessible and private open space throughout the site, the preservation of over two acres of the existing on-site forested area, and the realignment of 5th Avenue through the site from a curvilinear to a rectilinear street configuration.

The project site (Assessor's Block 2636, Lot 001) is located in the RM-2 (Residential-Mixed, Moderate Density) zoning district and a 40–X height and bulk district. The proposed project is generally consistent with the *San Francisco General Plan* as it conforms to the land use provisions of the *Plan* and to the use, density, unit mix, inclusionary affordable housing, and height requirements of the Planning Code. The project sponsor is requesting a Conditional Use Authorization for a Planned Unit Development (PUD) to allow exceptions from the Planning Code, as described in Section C, Compatibility with Existing Zoning and Plans, of this document.

A complete description of the proposed project is included in this section, consisting of the following: a detailed description of the proposed project's regional and local context,

[1] This document and the subsequent Environmental Impact Report (EIR) analyze the maximum number of units that could be constructed under the proposed project; however, this number could be reduced. Building volumes and massing would remain as presented in this document.

a discussion of project characteristics, a discussion of project construction, and a discussion of required project approvals.

Project Location

As noted above, the project site is located at 1530–1585 5th Avenue, in the Inner Sunset neighborhood of San Francisco (see Figures 1 and 2, pp. 3 and 4). The site is within an RM-2 zoning district, which allows for a mixture of dwelling types at a density of up to one unit per 600 square feet of lot area.[2] The site is also within a 40-X height and bulk district, which allows buildings up to 40 feet in height and does not impose bulk limitations. The blocks that surround the project site feature a variety of land uses, including commercial, residential, institutional (medical and educational), and recreational, as described in more detail in Section B, Project Setting, p. 23, and as shown on Figure 2, p. 4. The nearby residential neighborhoods generally consist of small-scale, two- to four-story, single-family and multifamily homes.

Project Site Characteristics

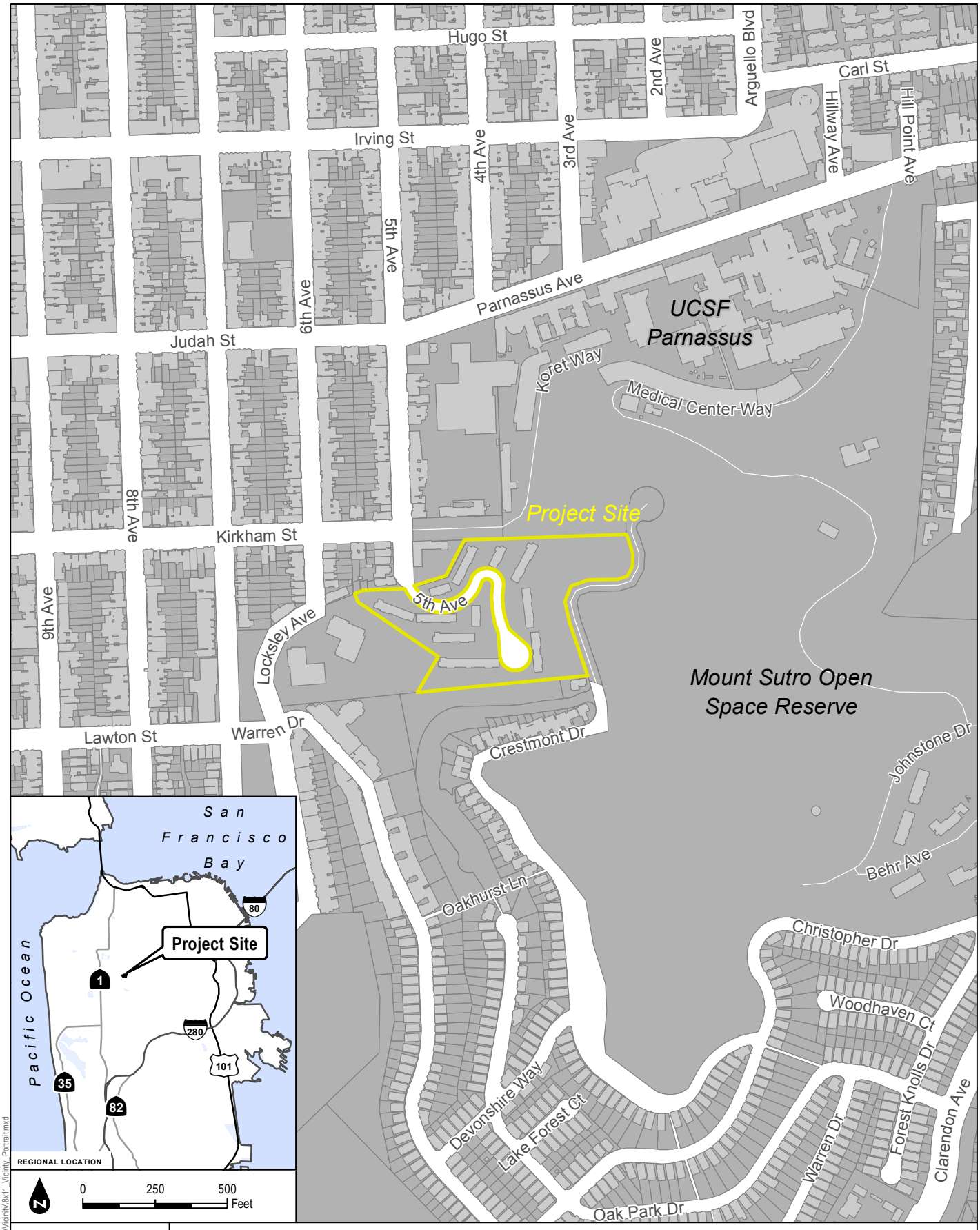
Built in 1950 and purchased by Westlake Kirkham Heights LLC (Westlake) in 1976, the 6.12-acre, steeply sloped project site currently includes 86 apartment units in 11 individual buildings, totaling approximately 70,120 square feet (see Figures 3 and 4, pp. 5 and 6). At the time of publication of the Notice of Preparation, the buildings were approximately 63% occupied. The existing apartment units include 74 one-bedroom units and 12 two-bedroom units, and existing buildings range from two to four stories over carports and 25 to 40 feet in height (as measured pursuant to the Planning Code's height measurement provisions for sloping lots). A total of 91 off-street parking spaces, including 86 resident parking spaces and five guest and employee parking spaces, are currently provided on the site (82 spaces in carports and 9 surface parking spaces). There are also 11 public on-street parking spaces on the portion of 5th Avenue that runs through the project site.

The 11 existing buildings on the project site are arrayed in an irregular pattern along 5th Avenue. Fifth Avenue is a steep[3] two-lane curvilinear street that becomes a divided, one-way, one-lane street at a cul-de-sac that terminates near the southern boundary of the project site. A landscaped island occupies the area between the one-way travel lanes. Landscaping on the island is part of the public right-of-way (ROW), but is being maintained by the property owner. The 5th Avenue ROW totals 0.8 acre, and is 40 feet wide along the two-lane portion and 53 feet wide at its widest point (at the divided cul-de-sac). Pedestrian access to the site is provided on the west side of 5th Avenue by sidewalks that are generally 4.5 feet wide; however, in some locations sidewalks narrow to 3 feet, obstructed by utility poles and fire hydrants. Vehicular access is provided via curvilinear driveways from 5th Avenue to each of the 11 apartment buildings.

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2 San Francisco Planning Code, Article 2, Section 209.2. RM (Residential, Mixed) Districts.

3 The existing maximum slope of 5th Avenue is 27%.



SOURCE: City and County of San Francisco, 2011

FIGURE 1

Vicinity Map

1530 5th Avenue Project

Case No. 2014.1584ENV

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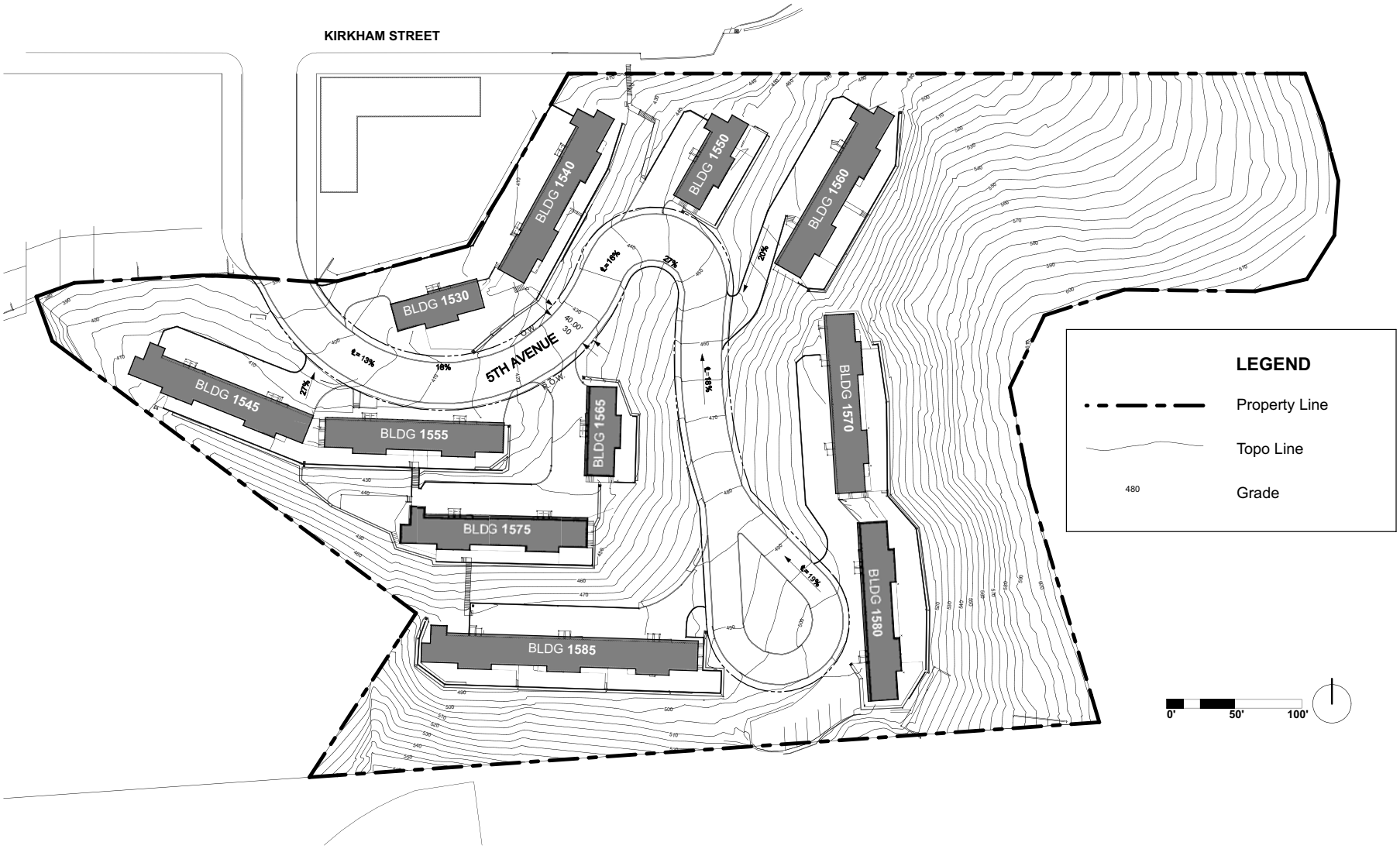
Source: MTS, 2016; USGS 7.5-Minute Series San Francisco North Quadrangle; Site Assessor Block/Lot: 2636/001

FIGURE 2

Existing Setting

1530 5th Avenue Project

Case No. 2014.1584ENV



Source: Van Meter Williams Pollack LLP, 2015

FIGURE 3

Existing Site Plan

1530 5th Avenue Project

Case No. 2014.1584ENV



1 - View southeast on 5th Avenue from site entry



3 - View looking southeast at landscaped island at the terminus of 5th Avenue



2 - View south from Kirkham/Koret Way showing concrete retaining wall (Building 1550)



4 - Typical parking court (Building 1545)

Source: Van Meter Williams Pollack LLP, 2015

FIGURE 4

Existing Site Photographs

1530 5th Avenue Project

Case No. 2014.1584ENV

Date: 8/24/2016 Last saved by: mmorris Path: Z:\Projects\93\4601\MAPDOC\DOCUMENT\Figure 4 Existing Site Photographs.mxd

The project site consists of steep terraced hillside topography with an elevation change of approximately 160 feet from the site's lowest point in the westernmost portion of the site (380 feet above mean sea level) to its highest points in the open space in the eastern portions of the site (540 feet above mean sea level). In addition to the approximately 70,000 square feet of apartment buildings, the existing project site includes approximately 54,300 square feet of impervious areas taken up by roadways and sidewalks and 168,500 square feet (3.87 acres) of landscaped areas. Included in the 3.87 acres of landscaped areas are approximately 124,600 square feet (2.86 acres) of undeveloped and forested land to the east, west, and south of the existing developed area and adjacent to the University of California San Francisco (UCSF) Mount Sutro Open Space Reserve (see Figures 2 and 3, pp. 4 and 5). The project sponsor is not currently actively managing the forest land within the project site with the exception of as-needed maintenance for erosion control.

Proposed Project Characteristics

The proposed project would demolish and remove the 11 existing on-site buildings and all surface pavements on the project site and construct six new residential buildings, open space areas, and a reconfigured street, as shown on Figure 5, p. 9. Approximately 179,500 square feet of the project site (or approximately 4.12 acres of the total 6.12 acres) would be excavated and graded to accommodate the proposed development. Approximately 67% of the site (4.12 acres) would contain the six proposed buildings, approximately 23,600 square feet of privately owned public open space, approximately 33,700 square feet of open space available for public use and landscaping, and the reconfigured 5th Avenue. The remaining approximately 33% of the site (2.02 acres) would remain as undeveloped forested area adjacent to the Mount Sutro Open Space Reserve (the proposed project would remove approximately 0.78 acres of the forested area).

The proposed project would provide a total of approximately 456,000 square feet of total gross building area.[4] This would include approximately 285,000 square feet of residential uses, approximately 90,000 square feet of interior circulation and common areas, and approximately 81,000 square feet of parking space (below Buildings 2 and 6). The proposed project would include a maximum of 445 residential units or 359 net new units. Unit sizes would range from approximately 500 to 1,800 square feet. The total number of units includes the replacement of the existing 86 rent-controlled units. The project would satisfy its below market rate (BMR) unit requirement (San Francisco Planning Code, Section 415) by providing the required number of BMR units on site. The project sponsor would provide current residents the option to return to rent-controlled units, in addition to providing temporary relocation services and support. The relocation plan would include providing moving assistance to each household based on the rates set by the San Francisco Rent Ordinance, paying moving assistance for returning to the

[4] Note that the use and definition of "total gross area" in this project description is not the same as "gross floor area" in the San Francisco Planning Code, which excludes items such as floor space dedicated to parking, bicycle parking, and other elements.

property upon completion of construction, and providing a lease for one of the new apartments set aside as permanently rent controlled.

Proposed Building Characteristics

The proposed buildings would be arranged on the site as shown in Figure 5, p. 9. They would range between three and five stories and would all be within the 40-foot height limit. Mechanical equipment and elevator shafts may extend up to 10 feet above the maximum building height, as allowed by Section 260 of the Planning Code.

For purposes of describing the proposed buildings throughout this document, each building has been assigned a number (1 through 6), as shown in Figure 6, p. 10. Building 1 would consist of townhomes (units with individual entries from the street), while Buildings 2 through 6 would be multistory, multi-unit buildings that would be terraced into the hillside. The upper portions of Buildings 2 through 6 (portions B) would be stepped back into the hillside from the lower portion (portions A), with elevators and stairwells providing connections between the terraced levels within those buildings.

Table 1 provides an overview of the proposed building details, including residential and total floor area of each building, number of dwelling units, height in feet and stories, and the breakdown of parking and loading spaces. Each building is described in greater detail below. Figure 7a, p. 11, depicts the East/West building sections, including elevations and terracing, while Figure 7b, p. 12, depicts the same for the North/South building sections. Figure 8, p. 13, shows additional ground-floor building detail. A full set of proposed project plans is included as Appendix A.

Table 1
Proposed Building Details

Building	Residential Gross Floor Area (square feet)	Total Gross Floor Area (square feet)	Dwelling Units	Height (feet)	Number of Stories[1]	Parking Spaces	Loading Spaces (Off Street)
1	16,000	16,000	8	40	2/3	7	0
2	58,501	77,421	96	40	3/4	51+48 lift spaces	1
3	36,908	48,348	61	40	3/4	0	0
4	58,091	76,004	93	40	3/5,	0	0
5	42,836	59,774	71	40	3/5	0	0
6	72,139	97,647	116	40	3/4	56+90 lift spaces	1
Total	**284,475**	**375,194**	**445**	**—**	**—**	**252**	**2**

Note:
[1] The number of stories is split into parts for buildings that would include terraced building sections connected by an elevator shaft (excluding Building 1, which would be comprised of individual two- to three-story town homes).



Source: Van Meter Williams Pollack LLP, 2015

FIGURE 5

Illustrative Site Plan

1530 5th Avenue Project

Case No. 2014.1584ENV



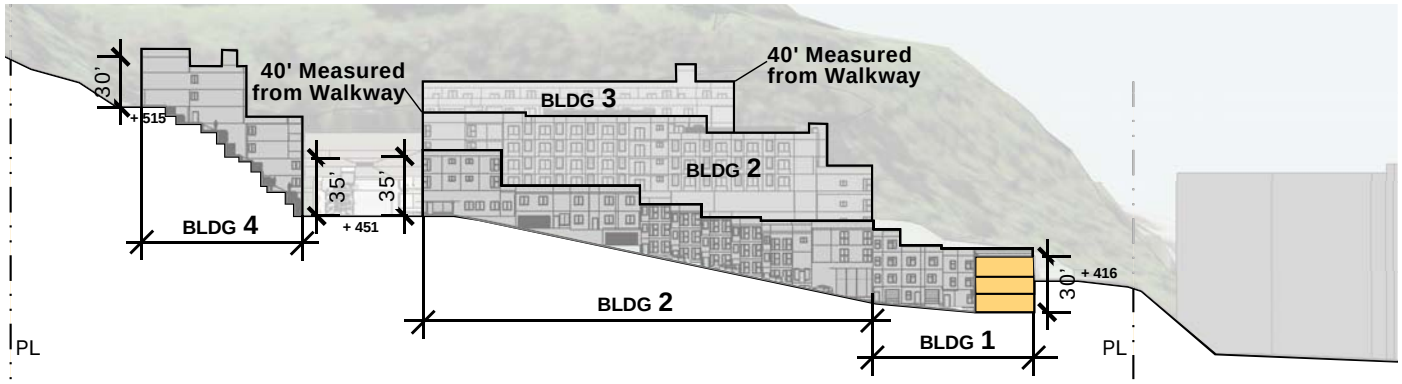
Source: Van Meter Williams Pollack LLP, 2015

FIGURE 6

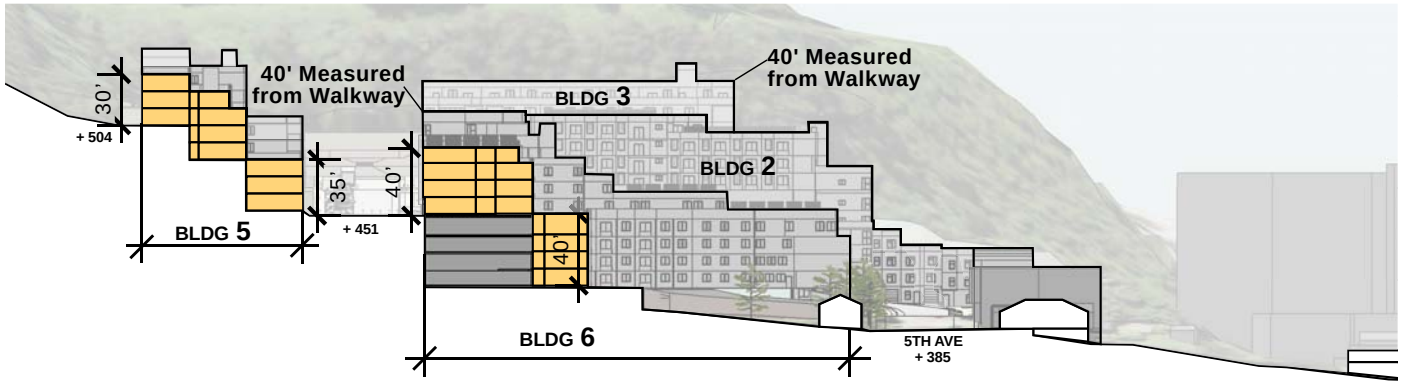
Conceptual 3D View

1530 5th Avenue Project

Case No. 2014.1584ENV



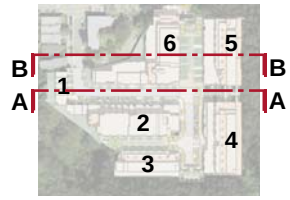
SECTION A-A | 5TH AVE SITE SECTION



SECTION B-B | SECTION THROUGH BLDG 5 & 6

LEGEND

- Residential Units
- Below Grade Parking
- On-Site Building Beyond
- Existing Adjacent Building
- + 515 Indicates Elevation
- Indicates Property Line



KEY PLAN

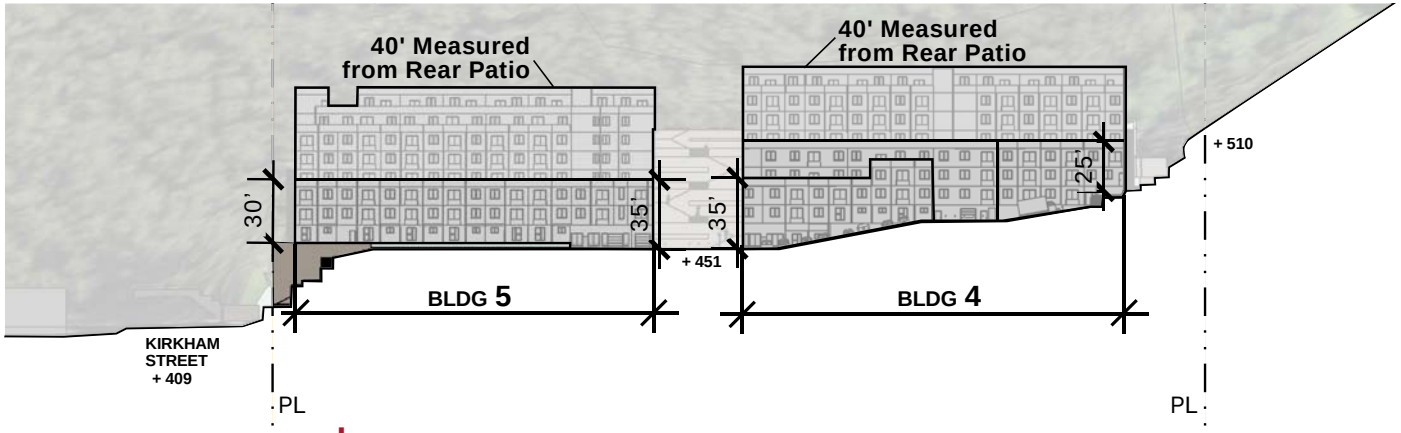
Source: Van Meter Williams Pollack LLP, 2015

FIGURE 7a

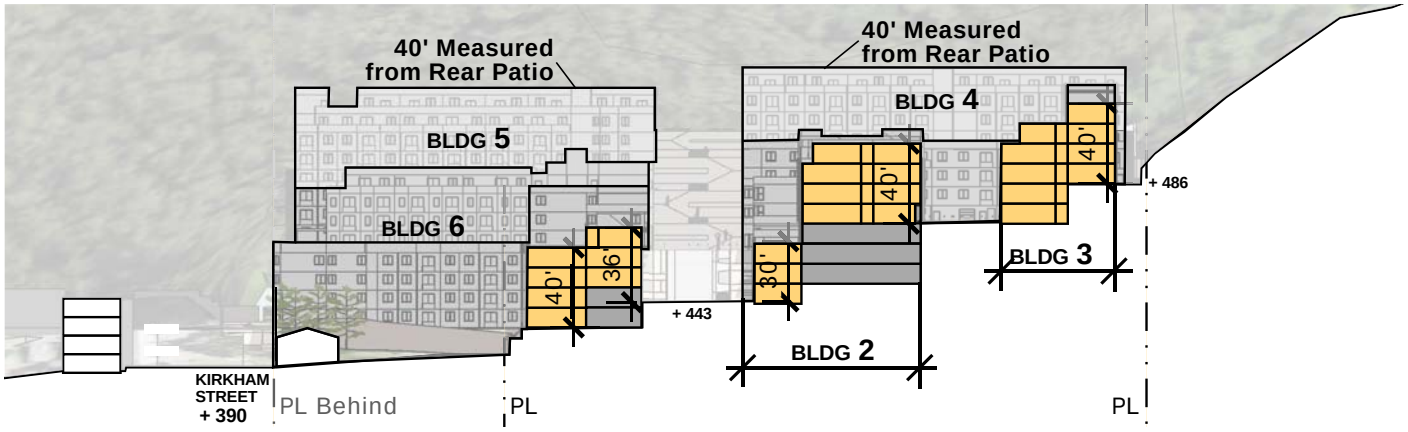
East/West Building Sections

1530 5th Avenue Project

Case No. 2014.1584ENV



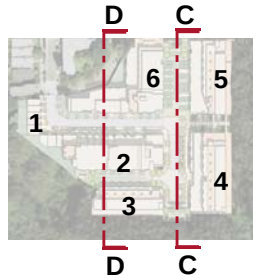
SECTION C-C | SECTION THROUGH COMMUNITY TERRACE



SECTION D-D | SECTION THROUGH BLDG 6, 2 & 3

LEGEND

- Residential Units
- Below Grade Parking
- On-Site Building Beyond
- Existing Adjacent Building
- + 515 Indicates Elevation
- Indicates Property Line



KEY PLAN

Source: Van Meter Williams Pollack LLP, 2015

FIGURE 7b

North/South Building Sections

1530 5th Avenue Project

Case No. 2014.1584ENV

KIRKHAM STREET

Existing Retaining Wall at Street

Garage Entry

Loading/Trash

Possible stair to forest overlook

Property Line

UCSF Owned Property

5TH AVENUE

Existing Neighboring Buildings

Lobby

Bike Room

BLDG 6

BLDG 5

Forested Area to Remain

Community Room

COMMUNITY TERRACE

Bike Room

Lobby

Trash

Leasing Office

Lobby

RECONFIGURED 5TH AVENUE

HC

BLDG 1

Property Line

Loading

R 28'

Bike Room

Lobby

Lobby

(3) Car Share Spaces

BLDG 2

Trash

Lobby

BLDG 4

ELDERBERRY GARDEN

HC

Lobby

Trash

Passenger Loading

Bike Room

BLDG 3

Utilities

Trash

Lobby

Loading

Bike Room

LEGEND

- Class I Bike Parking
- 6 Class II Bike Parking
- Trash Pick-up Areas
- Shared Lobby Entries
- Vehicle Entries

0' 30' 60'

Source: Van Meter Williams Pollack LLP, 2016

FIGURE 8

Ground-Floor Plan

1530 5th Avenue Project

Case No. 2014.1584ENV

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The following descriptions of the six buildings are intended to aid the reader in understanding the proposed project. As described above, the EIR will review the potential maximum number of units that could fit within the 40-foot height limit. This approach allows for examination of the greatest potential impact of the proposed project. However, the final project size (number of units built) may be less than what is analyzed in this Initial Study and in the EIR (but would not be more).

Building 1 would include a collection of eight townhomes with front entries that open onto 5th Avenue. The townhomes would serve as a transition from the lower density of existing adjacent residences on Kirkham Street to the proposed higher density in the rest of the site (proposed Buildings 2 through 6). The townhomes in Building 1 would be two- to three-story units over street level entries and garages, and would be approximately 30 to 40 feet in height. One unit would have an accessible apartment or family room at the ground floor in lieu of a garage. The townhouse directly adjacent to Building 2 would step up to three stories (40 feet) over the entry and garage as a way of transitioning to the taller Building 2. All townhomes would have 5th Avenue entrances, as shown on Figure 8, p. 13. In addition to individual garages in most of the townhomes in Building 1, residents of these units would also have access to approximately seven parking spaces in garages located in nearby proposed buildings.

Building 2 would be located on the south side of the reconfigured 5th Avenue just east of Building 1, as shown on Figure 8, p. 13. The lower portion of Building 2 would consist of five townhome units with individual entrances from 5th Avenue. These townhomes would present the primary façade of Building 2 and screen the parking garage behind. The upper three stories of the building, reaching up to 40 feet, would include up to 91 residential units on top of the three garage levels. As shown on Figure 8, p. 13, the primary residential entry and lobby would be located at the northeast corner of the building. A second entry and lobby with a bicycle storage room would be located down the hill, adjacent to Building 1. A third entry would be located on the southeast corner of the building adjacent to the proposed Elderberry Garden open space (discussed below under Open Space and Landscaping), as shown on Figure 8, p. 13. The Building 2 garage would include parking for 99 vehicles (51 standard spaces and 48 lift spaces[5]) in three levels with two vehicle entrances on the north side of the building and one vehicle entrance on the east side of the building. Building 2 would also include an approximately 1,150-square-foot private roof deck for building residents.

Building 3 would be located south of Building 2 across the proposed Elderberry Garden and adjacent to the forested open space in the southern portion of the site, as shown on Figure 8, p. 13. The lower portion of the building would be three stories (20 feet) in height above a two-story garage and the upper portion would be four stories (40 feet) in height. Building 3 would provide a total of up to 61 residential units. Ground floor units would enter from the Elderberry Garden, between Buildings 2 and 3. Upper floor unit access would be through

5 A lift is a parking space provided in mechanical lifts so that 2 or more cars can be parked vertically in the space of one typical parking space.

the lobby at the northeast corner of the building. Building 3 would not include any off-street automobile parking, although residents would have access to parking in Buildings 2 or 6. A bicycle storage room would provide 61 Class 1 bicycle parking spaces. Building 3 would include approximately 1,700 square feet of private roof decks (located on top of six individual units) and approximately 2,900 square feet of common courtyard for residents (located along the ground floor, southern edge of the building).

Building 4 would be located in the southeast portion of the site, adjacent to the forested open space. The lower portion of the building would be three to five stories (40 feet) in height, stepping laterally up the hill, while the upper portion, which would also step laterally up the hill, would be three to four stories (40 feet) in height.

Building 4 would provide a total of up to 93 residential units. Primary access to the building would be provided from two lobbies, one at the northwest corner of the building and one in the middle of the building. Seven units would have entryways directly from 5th Avenue. Building 4 would not include any off-street parking, although residents would have access to parking in Buildings 2 or 6. A bicycle storage room would provide 93 Class 1 bicycle parking spaces. Building 4 would include approximately 2,400 square feet of private roof decks (located on top of seven individual units) and an approximately 3,100-square-foot common courtyard for residents (located on the ground floor, eastern edge of the building).

Building 5 would be located in the northeastern portion of the site adjacent to the forested open space, fronting the proposed Community Terrace, as shown on Figure 8, p. 13. The lower portion of the building would be three stories (35 feet) in height, while the upper portion would be three to five stories (40 feet) in height (as the building would be terraced into the hillside). Building 5 would provide a total of up to 71 residential units. Approximately five ground-floor units would be accessible via stoops from the proposed Community Terrace. A lobby at the southwest corner of the building would provide residential access. Building 5 would not include any off-street automobile parking, although residents would have access to parking in Buildings 2 or 6. A bicycle storage room, adjacent to the lobby, would provide 71 Class 1 bicycle parking spaces. Building 5 would also include approximately 2,700 square feet of private roof decks (located on top of seven individual units) and an approximately 3,000-square-foot of common courtyard for residents (located on the ground floor, eastern edge of the building).

Building 6 would be located adjacent to the existing UCSF-related medical office building on the southeast corner of Kirkham Street and 5th Avenue, as shown on Figure 8, p. 13. The lower portion of the building would include two four-story residential structures (40 feet), and the upper portion would be three to four stories (40 feet) in height, terraced into the hillside. Building 6 would provide a total of up to 116 residential units. Residential access would be provided from two lobbies, one on Kirkham Street and the other at the southeast corner of the building on 5th Avenue, adjacent to the proposed Community Terrace. Several ground-floor units would include entries directly to 5th Avenue. The lower portion of the building would include a three level below-grade parking garage with 56 standard parking spaces, 90 lift parking

spaces, one off-street loading space, and 116 Class 1 bicycle parking spaces. The parking garage would be accessed from Kirkham Street and from two locations on 5th Avenue (see Figure 8, p. 13). Building 6 would also include two common roof decks (for residents), one at the northern end of the building totaling approximately 2,000 square feet, and one in the middle of the building totaling approximately 1,300 square feet.

Automobile and Bicycle Parking

The proposed project would include a total of 252 off-street parking spaces (0.6 parking spaces per unit), including 222 parking spaces for new residents and 30 spaces set aside for current residents returning to the project site at project completion. The primary parking for the proposed project would be located in two central parking garages within Buildings 2 and 6. The parking structure in Building 2 would be located below grade and in Building 6 would be located at grade from Kirkham Street and terraced into the hillside (below grade on 5th Avenue at the rear of the building). The below-grade parking in Building 6 would be accessible from Kirkham Street and 5th Avenue (see Figure 8, p. 13). In addition, the proposed project would include three car share spaces, two off-street truck-loading spaces adjacent to Buildings 2 and 4, as well as two passenger loading spaces in each of the parking garages below Buildings 2 and 6. Current Kirkham Heights Apartment tenants, who would relocate off site during construction and move back to the property when completed, and who currently have a parking stall, would receive a parking space as part of their bundled replacement services at the same rate they currently pay with increases limited to the annual rent increase approved by the San Francisco Rent Board. For all other new tenants, the parking associated with the proposed project would not be assigned to individual units. Spaces would be available to residents at a fee that would be in addition to housing costs. This 'unbundling' is intended to reduce vehicle ownership and trips.

The proposed project would also include Class 1 indoor bicycle parking rooms in every building for a total of 445 Class 1 bicycle parking spaces and 24 Class 2 outdoor bicycle parking spaces adjacent to the buildings.[6] The proposed on-street public parking within the project site would include up to 14 spaces along the reconfigured 5th Avenue adjacent to Buildings 2 (four spaces) and 4 (eight spaces). Three of these spaces may be car-share parking spaces. There would be two Americans with Disabilities Act (ADA)-accessible parking spaces, one outside the lobby of Building 4, and one between Buildings 4 and 5.

Open Space and Landscaping

The proposed open space and landscaping elements are shown on Figure 9, p. 19, and listed in Table 2. The proposed project would include both open space available for public use and private open spaces. Open space areas available for public use would include approximately

6 Section 155.1(a) of the Planning Code defines Class 1 bicycle spaces as "spaces in secure, weather-protected facilities intended for use as long-term, overnight, and work-day bicycle storage by dwelling unit residents, nonresidential occupants, and Employees" and defines Class 2 bicycle spaces as "spaces located in a publicly-accessible, highly visible location intended for transient or short-term use by visitors, guests, and patrons to the building or use."

33,700 square feet of landscaped public terraces, gardens and promenades, and landscaped stairways as described in detail below. Community gathering areas would feature small benches and other furniture, protected gardens, view overlooks, and stepped terraces. As described above, Buildings 2 through 6 would include private open space totaling approximately 23,600 square feet accessible only to residents and guests of those buildings. The private rooftop decks would only be accessible to individual units, while the common decks and courtyards would be more widely accessible.

Table 2
Proposed Open Space Areas

Open Space Available for Public Use Size (sf)	
Community Terrace (including Kirkham Steps)	17,262
Blue Mountain Steps	5,264
Elderberry Garden	8,210
Crestmont Steps	2,948
Forested Area to be Retained	124,600
Total Open Space Available For Public Use	**158,284**

The largest contiguous open space area would be the approximately 17,300-square-foot (0.4-acre) landscaped and tree-lined Community Terrace, to be located between Buildings 5 and 6, as shown in Figure 9, p. 19. The Community Terrace would include the proposed Kirkham Steps, which would connect the project site and the Kirkham Street sidewalk below, and the proposed steps on the north side of Building 5, which would provide a walkway into the forest to the east. Canopy trees would frame the terrace, while an understory of flowering trees would border the space and provide privacy for units facing the terrace. The Community Terrace would be publicly accessible. As shown on Figure 9, p. 19, the eastern edge of the project site is also bordered by forested open space that exists currently and would not be formally landscaped.

The approximately 8,200-square-foot Elderberry Garden would be located between Buildings 2 and 3. Similar to the Community Terrace, trees and garden plantings would line the Elderberry Garden to provide privacy for the ground-floor residential units. A promenade would include permeable pavement, street furniture, and landscaping for passive recreation. The Elderberry Garden would be an open space available for public use that would remain privately owned.

Additional privately owned public open spaces would include pedestrian paths and staircases throughout the site. These would include the proposed approximately 5,300-square-foot Blue Mountain Steps, to be located between Buildings 4 and 5, and the proposed approximately 3,000-square-foot Crestmont Steps, to be located between Buildings 3 and 4.

Trees and shrubs similar to those found in the existing Sutro Forest would be planted in the landscaped areas of the developed areas to create continuity between the forest and built areas. Street trees would be planted along the reconfigured 5th Avenue (described below), and additional trees would line the sidewalks and surface parking areas throughout the site.



Source: Van Meter Williams Pollack LLP, 2015

FIGURE 9

Open Space and Landscaping Plan

1530 5th Avenue Project

Case No. 2014.1584ENV

Site Access and 5th Avenue Reconfiguration

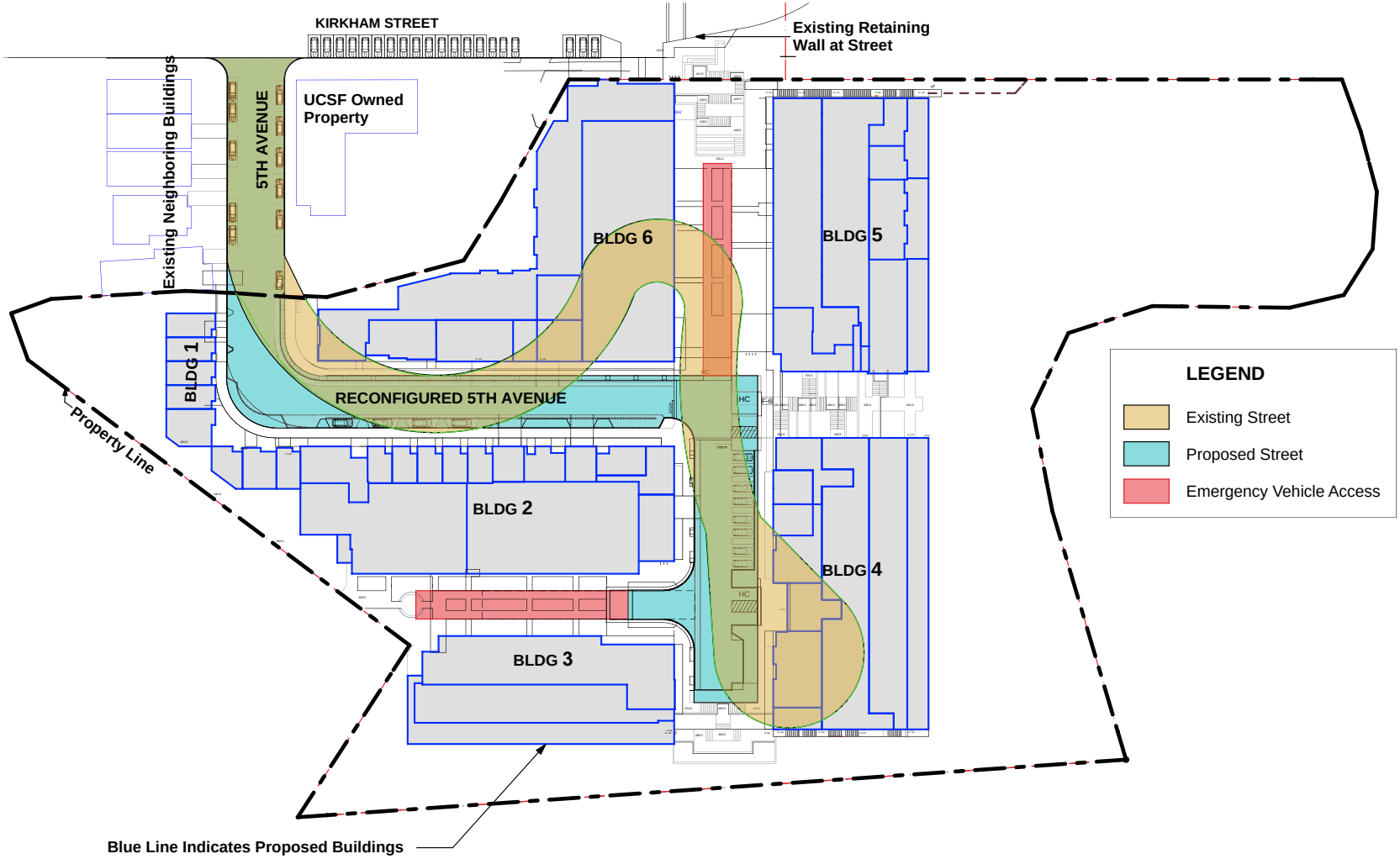
Existing access to the project site is provided via 5th Avenue. With project implementation, the primary vehicular access to the project site would remain via 5th Avenue coming south to the project site from the Kirkham Street and 5th Avenue intersection. Additional pedestrian and emergency personnel access would be provided via Kirkham Street (see Figure 10, p. 21). The proposed buildings and residential lobbies would be accessible from both Kirkham Street and 5th Avenue, connected directly to the public sidewalk and the publicly accessible plaza and gardens.

As noted above, the project would include reconfiguration of the portion of 5th Avenue that currently bisects and terminates within the project site. As reconfigured, this portion of 5th Avenue would be more direct and designed to reflect the existing Inner Sunset street grid. The reconfigured portion of 5th Avenue through the project site would be 26 feet wide, including decorative street treatment on three feet of either side of the 20-foot roadway. The sidewalk widths would range from 7.5 to 8.6 feet, not including planting/transition zones in front of the residential buildings. These widened sidewalks (currently, they range between 3 and 4.55 feet wide) would be provided on both sides of the street and would be designed in a manner consistent with the requirements of the City's Better Streets Program. The reconfigured street would be equal to or less than the square footage of the existing 0.8 acres that are in the project site right-of-way.

The current curvilinear alignment of 5th Avenue has a centerline average street grade of 17% and a grade of 27% on the inside of curves. The grades of the proposed street design would range between 14% and 22%, with the exception of the 2% maximum slope wheelchair accessible street hub at the center of the project site connecting to the lobbies of four of the buildings (Buildings 2, 4, 5, and 6). The reconfigured portion of 5th Avenue would provide enhanced pedestrian accessibility within the steep hillside site (as compared to existing conditions) and create flat, ADA-accessible public spaces.

Project Construction

Construction of the proposed project, including demolition of the existing buildings, is anticipated to be completed in one phase expected to last approximately 32 to 36 months. Current residents would be relocated to off-site housing before construction begins and moved back as units become available. Thus, some residents would be living on the project site while construction activities occur on other portions of the site. The project sponsor expects to begin construction in early 2018 with demolition of all existing on-site structures and removal of all existing on-site pavement and landscaping materials within the developed portion of the site. Concurrent with demolition, excavation and grading would occur predominantly within the current footprint of the existing buildings, roads, and site work. An exception to this would be the additional approximately 34,100 square feet of vegetated land within the southern and eastern portions of the site (adjacent to the existing developed areas), which would be removed to accommodate proposed excavation and grading.



Source: Van Meter Williams Pollack LLP, 2015

FIGURE 10

5th Avenue Reconfiguration

1530 5th Avenue Project

Case No. 2014.1584ENV

Demolition and grading activities are anticipated to occur during the first seven months of construction. The depth of excavation would vary throughout the site with areas of both cut and fill. The maximum depth of excavation would be up to approximately 54 feet in limited areas (additional information regarding excavation is included in the Geology and Soils section). Due to the soil/bedrock profile, pile driving would not be required. As noted on page 1, the maximum total surface area that would be affected by excavation would be approximately 230,000 square feet, and the net volume of soil removed would be approximately 69,000 cubic yards. The net export volume (offsite) would be approximately 53,000 cubic yards, with approximately 16,000 cubic yards of soil to be reused at the project site as fill material.

Construction of the buildings would occur over the course of approximately 30 months, expected to start in early summer 2018 and ending in winter 2020/2021. The buildings are anticipated to be constructed in the following order: Building 6, Building 2, Building 1, Building 3, Building 4, and Building 5. This phasing would allow for the occupancy of the residences in Building 6 to commence in spring 2020 (including temporarily relocated residents of existing units), with occupancy of the remaining buildings anticipated to occur in winter 2020/2021.

The type of building construction for each of the buildings is currently unknown and could range from Type VA and IIIA (sprinklered wood) construction to Type II and Type I (noncombustible buildings) construction, as required by the California Building and Fire Codes. The parking garages below Buildings 2 and 6 would be Type I (concrete) construction per the California Building Code (CBC). The foundations are planned as conventional spread footings or mat slab construction, although there may be minimal drilled piers in select areas depending on the configuration of bedrock encountered on the site. Where buildings cut into the existing rock, the footings would be combined with retaining walls. Where the buildings are proposed over fill or softer material, the fill would be stiffened through soil treatment.

Project Approvals

The following is a list of San Francisco agencies' approvals anticipated for the project.

San Francisco Planning Commission

- Certification of Environmental Impact Report (EIR)
- Conditional Use Authorization for a Planned Unit Development (PUD)
- Adoption of Findings of Consistency with the General Plan for street vacation/dedication
- Recommendation of Development Agreement

San Francisco Public Works

- Approval of Subdivision Map
- Approval of Minor and Recommendation of Major Encroachment Permits

San Francisco Department of Building Inspection

- Issuance of demolition, excavation, and site/building permits

San Francisco Board of Supervisors

- Approval of Development Agreement
- Approval of street vacation/dedication
- Approval of Major Encroachment Permits

B. PROJECT SETTING

As noted previously, blocks that surround the project site include a variety of land uses, including commercial, residential, institutional (medical and educational), and recreational, as described in detail below and as shown on Figure 2, p. 4.

North. One- to three-story, single-family and duplex residences are located directly north of the project site along 5th Avenue. The 107-acre UCSF Parnassus Campus is located to the north of the project site, between Parnassus Avenue and Medical Center Way. The campus includes inpatient and outpatient services, research institutes, educational facilities, residences, and a 15-story hospital building. A child-care center affiliated with UCSF—Kirkham Child Development Center—is located at 10 Kirkham Street, across Kirkham Street from the project site. The two-story facility serves approximately 70 children under the age of five. A three-story medical building, affiliated with UCSF, is located adjacent to the project site at the intersection of 5th Avenue and Kirkham Street. The project site is located 0.25 mile south of Irving Street, the primary retail corridor in the neighborhood, and less than 0.5 mile south of Golden Gate Park.

East. Mount Sutro Open Space Reserve, an 80-acre dense eucalyptus forest, borders the project site to the east. Mount Sutro Open Space Reserve is owned by The City and County of San Francisco (19 acres) and UCSF (61 acres). Mount Sutro is 900 feet at its highest point.

South. The topography rises uphill approximately 200 feet in elevation immediately south of the project site to Crestmont Drive. This street is lined with single-family residences and several trailheads entering Mount Sutro Open Space Reserve. The Mount Sutro Apartments, a three-story building with 99 units on Warren Drive, is located to the southwest of the project site adjacent to Avalon Sunset Towers and the White Crane Springs Community Garden (see Figure 2, p. 4). Two- and three-story apartment buildings and single-family residences line Warren Drive.

West. Avalon Sunset Towers, two 11-story towers with a total of 243 units, are located west of the project site. Two- and three-story single-family and multifamily residences line Kirkham Street, 6th Avenue, and 7th Avenue. On the west side of Avalon Sunset Towers is the Garden for the Environment, a 0.5-acre urban organic garden (see Figure 2, p. 4).

The neighborhood of the Inner Sunset is characterized by a variety of building heights, which range widely, from two to 15 stories. Streets are lined with an assortment of street trees, shrubs, and groundcover.

The project site is served by the N-Judah light-rail line, with service between downtown San Francisco and Ocean Beach, in addition to several San Francisco Muni bus lines (6-Height/Parnassus, 43-Masonic, 44-O'Shaughnessy, and 66-Quintara). The nearest N-Judah light-rail stop is located 0.4 mile from the site at the intersection of Irving Street and 4th Avenue and will be relocated to 5th Avenue and Irving Street in the near future (see Figure 2, p. 4).

C. COMPATIBILITY WITH EXISTING ZONING AND PLANS

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

This section discusses the compatibility of the proposed project with the applicable zoning ordinance provisions, land use plans, and approvals or permits required from various federal, state, and local agencies necessary for the construction and operation of the proposed project.

San Francisco Planning Code

The San Francisco Planning Code (Planning Code), which incorporates the San Francisco Zoning Maps, governs permitted uses, densities, and building configurations within San Francisco. Construction of new buildings or demolition of existing ones is required to comply with the Planning Code or be granted an exception or variance in order to be issued a building permit.

Use District

The project site is within the RM-2 zoning district (Residential-Mixed, Moderate Density). Planning Code Section 209.2 regulates the types of land uses that are principally permitted, conditionally permitted or not permitted in the RM-2 zoning district. The principally permitted uses in the RM-2 zoning district include residential dwelling units (up to one unit per 600 square feet of lot area), senior housing, group housing, homeless shelters, neighborhood agriculture, passive outdoor recreation, child-care facilities, public facilities, residential care facilities, and mobile food facilities. The 6.12-acre project site could accommodate up to 445 dwelling units based on the density limits established in the RM-2 zoning district.

The conditionally permitted uses in the RM-2 zoning district include PUDs, pursuant to Planning Code Section 304. A PUD is a special type of Conditional Use (CU) Authorization that allows the Planning Commission to modify or waive certain Planning Code requirements applicable to sites at least 0.5 acre in size, in accordance with the provisions of Section 303 of the Planning Code. The allowable density that could be provided through a PUD is limited to 665 dwelling units. The proposed density is in compliance with density controls as limited by a PUD.

Height and Bulk District

The project site is located within a 40-X height and bulk district. The maximum allowable building height is 40 feet, and pursuant to Planning Code Section 270(a), there are no bulk controls in an "X" bulk district.

The proposed project would include six buildings that would all be within the existing 40-foot height limit for the site, as measured pursuant to the height measurement provisions for sloping lots provided within Planning Code Section 260(a), with ten additional feet of permitted rooftop elements and mechanical equipment per Planning Code Section 260(b). Thus, the proposed project would comply with the height and bulk controls.

Other Planning Code Requirements

Other Planning Code requirements that are applicable to the proposed project include, but are not limited to, the provisions of Section 134: Rear Yard, Section 132: Front Setbacks, Section 135: Open Space, Section 140: Dwelling Unit Exposure, and Section 151: Required Off-Street Parking Spaces, which are discussed below.

Implementation of the proposed project would require the modification or waiver of the following Planning Code requirements through the approval of a PUD, as discussed below:

- *Rear Yard.* Pursuant to Section 134 of the Planning Code, the minimum rear yard depth shall be equal to 45% of the total depth of the lot on which the building is situated at grade level and at each succeeding level or story of the building. The location of the forward edge of the required rear yard line shall be expressed parallel to the rear property line. This rear yard requirement can be reduced based upon the average depth of the adjacent buildings' qualifying rear walls. Such a reduction will be requested by the project sponsor to accommodate the proposed realignment of 5th Avenue.
- *Front Setback.* Pursuant to Section 132 of the Planning Code, a minimum front setback area shall apply to every building within this district. The amount of setback required shall be based upon the average setback of the two adjacent buildings. The project sponsor is seeking this exception due to the project site's irregular shape and bisection by 5th Avenue. There is not a clear location from which to measure the front setback, thus slight variations may occur.
- *Open Space Requirements.* Pursuant to Section 135, the project must provide an outdoor area or areas designed for outdoor living, recreation, or landscaping.

The project sponsor proposes to satisfy a portion of the required total square footage by including open space located on more than a 5% grade.

- *Dwelling Unit Exposure.* Section 140 of the Planning Code requires that each dwelling unit have at least one room that meets the 120-square-foot minimum superficial floor area requirement of Section 503 of the Housing Code and that faces directly on a street ROW, code-complying rear yard, or an appropriately sized courtyard. Courtyards must be at least 25 feet in every horizontal dimension for the floor at which the dwelling unit in question is located and the floor immediately above it, with an increase in five feet in every horizontal dimension at each subsequent floor. Depending on final unit design, minor exceptions to these requirements maybe requested.
- *Off-Street Parking Requirements*. Pursuant to Section 151 of the Planning Code, one off-street parking place should be required for each dwelling unit. The project sponsor requests that the off-site parking requirements be modified as part of the project's PUD approval to allow 0.6 space per dwelling unit (Section 151 of the Planning Code).

As mentioned previously, the project site qualifies for treatment under Planning Code Section 304 in order to approve a PUD to allow modifications to the project's rear yard, front setbacks, open space, and dwelling unit exposure and required off-street parking requirements. In addition to the required PUD findings set forth in Planning Code Section 304(d), the Planning Commission must make the required Conditional Use findings set forth in Planning Code Section 303(c) and additional findings for the demolition of the existing residential buildings set forth in Planning Code Section 317(g)(5).

The project is required to make pedestrian and streetscape improvements to the public ROW as set forth in the Better Streets Plan (Planning Code Section 138.1). Planning Code Section 138.1(c)(1) requires that a project sponsor shall plant and maintain street trees as set forth in Article 16, Sections 805(a) and (d) and 806(d) of the Public Works Code. A waiver or modifications to the requirements to satisfy Planning Code Section 304(d)(10) shall be requested through the Department of Public Works (DPW).

Implementation of the proposed project would not require the adoption of any legislative amendments to reclassify the current zoning district at the project site.

Accountable Planning Initiative. In November 1986, the voters of San Francisco approved Proposition M, the Accountable Planning Initiative, which added Section 101.1 to the Planning Code, establishing eight Priority Policies. These policies are set forth in Section 101.1(b) and provide as follows: (1) that existing neighborhood serving retail uses be preserved and enhanced and future opportunities for resident employment in, and ownership of, such businesses be enhanced; (2) that existing housing and neighborhood character be conserved and protected to preserve the cultural and economic diversity of our neighborhoods; (3) that the City's supply of affordable housing be preserved and enhanced; (4) that commuter traffic not impede Muni transit service or overburden our streets or neighborhood parking; (5) that a diverse economic base be maintained by protecting the City's industrial and service sectors from displacement due to commercial

office development, and that future opportunities for resident employment and ownership in these sectors be enhanced; (6) that the City achieve the greatest possible preparedness to protect against injury and loss of life in an earthquake; (7) that landmarks and historic buildings be preserved; and (8) that our parks and open space and their access to sunlight and vistas be protected from development.

Policies 1, 2, and 5 are addressed in the Initial Study Checklist in Topic 1, Land Use and Land Use Planning. Policy 3 is addressed in the Initial Study Checklist in Topic 2, Population and Housing. Policy 4 is addressed in the Initial Study Checklist in Topic 4, Transportation and Circulation, and will be addressed further in the EIR. Policy 6 is addressed in the Initial Study Checklist in Topic 13, Geology and Soils. Policy 7 is addressed in the Initial Study Checklist in Topic 3, Cultural Resources, and will be addressed further in the EIR. Policy 8 is addressed in the Initial Study Checklist in Topic 8, Wind and Shadow.

Prior to issuing a permit for any project which requires an Initial Study under CEQA, prior to issuing a permit for any demolition, conversion, or change of use, and prior to taking any action which requires a finding of consistency with the General Plan, the City is required to find that the proposed project or legislation would be consistent with the Priority Policies. The consistency of the Plan with the environmental topics associated with the Priority Policies is discussed in Section D, Evaluation of Environmental Effects, of this Initial Study, or will be discussed in the EIR. Both the Initial Study and EIR will provide information for use in the case report for the proposed project. The case report and approval motions for the Plan will contain the Department's comprehensive project analysis and findings regarding consistency of the Plan with the Priority Policies.

San Francisco General Plan

The *San Francisco General Plan* (General Plan) provides general policies and objectives to guide land use decisions. The General Plan contains 10 elements (Commerce and Industry, Recreation and Open Space, Housing, Community Facilities, Urban Design, Environmental Protection, Transportation, Air Quality, Community Safety, and Arts) that set forth goals, policies, and objectives for physical development within the city.

A conflict between a proposed project and a General Plan policy does not, in itself, indicate a significant effect on the environment within the context of the California Environmental Quality Act (CEQA). Any physical environmental impacts that could result from such conflicts are analyzed in this Initial Study. In general, potential conflicts with the General Plan are considered by the decision makers (typically the Planning Commission) independent of the environmental review process. Thus, in addition to considering inconsistencies that affect environmental issues, the Planning Commission considers other potential inconsistencies with the General Plan, independent of the environmental review process, as part of the decision to approve or disapprove a proposed project. Any potential conflict not identified in this environmental document would be considered in that context and would not alter the physical environmental effects of the proposed project that are analyzed in this Initial Study.

The proposed project would not obviously or substantially conflict with any goals, policies, or objectives of the General Plan. The compatibility of the proposed project with General Plan goals, policies, and objectives that do not relate to physical environmental issues will be considered by decision makers as part of their decision whether to approve or disapprove the proposed project. Any potential conflicts identified as part of the process would not alter the physical environmental effects of the proposed project.

Other Local Plans and Policies

In addition to the Planning Code and the General Plan, other local plans and policies that are relevant to the proposed project are discussed below.

- The *San Francisco Sustainability Plan* is a blueprint for achieving long-term environmental sustainability by addressing 15 topic areas: ten that address specific environmental issues (air quality; biodiversity; energy, climate change, and ozone depletion; food and agriculture; hazardous materials; human health; parks, open spaces, and streetscapes; solid waste; transportation; and water and wastewater), and five that are broader in scope and cover many issues (economy and economic development, environmental justice, municipal expenditures, public information and education, and risk management). The San Francisco Building Code was amended in 2008 to add Chapter 13C, Green Building Requirements, which partially implements the energy provisions of the Sustainability Plan. The goal of the *San Francisco Sustainability Plan* is to enable the people of San Francisco to meet their present needs without sacrificing the ability of future generations to meet their own needs. The proposed project would comply with applicable Green Building requirements, including those for construction and recycling; construction materials, including low emitting materials; energy consumption; parking; and water and stormwater. Open space is also incorporated into the project and would be available for both residents (private open space) and the general public. Thus, the proposed project would be generally consistent with this plan.
- The *Climate Action Plan for San Francisco: Local Actions to Reduce Greenhouse Emissions* is a local action plan that examines the causes of global climate change and human activities that contribute to global warming, provides projections of climate change impacts on California and San Francisco based on recent scientific reports, presents estimates of San Francisco's baseline greenhouse gas (GHG) emissions inventory and reduction targets, and describes recommended actions for reducing the City and County's GHG emissions. The proposed project would include energy-efficient design measures, features intended to reduce water usage, and would encourage the increased use of public transit as an alternative to driving through proximity to public transit and other transit-friendly elements described below. Thus, the proposed project would be generally consistent with this plan.
- The *Transit First Policy* (City Charter, Section 8A.115) is a set of principles that underscore the City's commitment to give priority to traveling by transit, bicycle, and on foot over traveling by private automobile. These principles are embodied in the objectives and policies of the Transportation Element of the General Plan.

All City boards, commissions, and departments are required by law to implement Transit First principles in conducting the City's affairs. The proposed plan includes approximately 250 parking spaces. The project sponsor is also evaluating programs to support a variety of transit modes such as a car share program, electric bike and scooter share, bicycle/scooter storage and repair space, and various levels of delivery services for residents. Thus, the proposed project would be generally consistent with this policy.

- The *San Francisco Bicycle Plan* is a citywide bicycle transportation plan that identifies short-term, long-term, and other minor improvements to San Francisco's bicycle route network. The overall goal of the *San Francisco Bicycle Plan* is to make bicycling an integral part of daily life in San Francisco. The proposed project would further this goal by providing 445 Class 1 bicycle parking spaces and 24 Class 2 outdoor bicycle parking spaces adjacent to the buildings. Thus, the proposed project would be generally consistent with this plan.
- The *San Francisco Better Streets Plan* consists of illustrative typologies, standards, and guidelines for the design of San Francisco's pedestrian environment, with the central focus of enhancing the livability of the city's streets. The plan emphasizes streetscape and pedestrian improvements related to pedestrian safety and accessibility features, universal pedestrian oriented design, integrated pedestrian/transit functions, opportunities for new outdoor seating areas, and improved ecological performance with incorporation of stormwater management techniques and urban forest maintenance. The reconfiguration and widening of 5th Avenue and its sidewalks would be consistent with the Better Streets Plan.
- The *Mount Sutro Open Space Reserve Vegetation Management Plan*. UCSF is currently in the process of developing this plan to provide a management framework for protecting, enhancing, and restoring vegetation and ecosystem in the 61-acre Reserve adjacent to the project site. The plan also seeks to maintain and ensure public access to the Reserve, enhance the visual design and aesthetic experience, and protect the safety of Reserve users and nearby properties. Further details of this plan are provided in the Biological Resources section of this document. As the proposed project does not include any development or direct access into the Reserve, and the proposed project would not impact the Reserve watershed (and any stormwater from the project site flows away from the Reserve), the proposed project would be consistent with the *Mount Sutro Open Space Reserve Vegetation Management Plan* policies, goals, and objectives.

The proposed project would intensify land uses on an urban infill site, and to the extent that there are conflicts between the proposed project and local plans, policies, and regulations, those conflicts would be considered by City decision makers when they decide whether to approve, modify, or disapprove the proposed project. Section C of this Initial Study and the EIR will evaluate the project for potential conflicts with plans and policies adopted for the purpose of protecting the environment.

Regional Plans and Policies

In addition to local plans and policies, there are several regional planning agencies whose environmental, land use, and transportation plans and policies consider the growth and development of the nine-county San Francisco Bay Area. Some of these plans and policies are advisory, and some include specific goals and provisions that must be adhered to when evaluating a project under CEQA. The regional plans and policies that are relevant to the proposed project are discussed below.

- The Bay Area Air Quality Management District's (BAAQMD's) *2010 Clean Air Plan* updates the *Bay Area 2005 Ozone Strategy*, in accordance with the requirements of the California Clean Air Act, to implement feasible measures to reduce ozone and provide a control strategy to reduce ozone, particulate matter, air toxics, and GHGs throughout the region.
- The Metropolitan Transportation Commission's *Transportation 2035 Plan* for the San Francisco Bay Area is a policy document that outlines transportation projects for highway, transit, rail, and related uses through 2035 for the nine Bay Area counties.
- The Association of Bay Area Governments' (ABAG's) *Projections 2009* is an advisory policy document that includes population and employment forecasts to assist in the development of local and regional plans and policy documents.
- The Regional Water Quality Control Board's (RWQCB's) *San Francisco Basin Plan* is a master water quality control planning document. It designates beneficial uses and water quality objectives for waters of the state, including surface waters and groundwater, and includes implementation programs to achieve water quality objectives.

The EIR will evaluate the project for potential conflicts with the *Bay Area 2010 Clean Air Plan* and *Transportation 2035 Plan* as part of the Air Quality and Transportation and Circulation analyses. The proposed project is not large enough to significantly contradict or alter the findings of the ABAG Projections 2009 report. With mitigation included in this document (see p. 107), the proposed project would not obviously or substantially conflict with RWQCB's *San Francisco Basin Plan*.

D. SUMMARY OF ENVIRONMENTAL EFFECTS

The proposed project could potentially result in significant effects with respect to the environmental factor(s) checked below. The following pages present a more detailed checklist and discussion of each environmental factor.

☒ Land Use	☒ Air Quality	☒ Biological Resources
☐ Aesthetics	☐ Greenhouse Gas Emissions	☒ Geology and Soils
☐ Population and Housing	☐ Wind and Shadow	☐ Hydrology and Water Quality

☒	Cultural Resources	☐	Recreation	☒	Hazards and Hazardous Materials
☒	Transportation and Circulation	☒	Utilities and Service Systems	☐	Mineral/Energy Resources
☒	Noise	☒	Public Services	☐	Agricultural and Forest Resources
		☐	Mandatory Findings of Significance		

Approach to Environmental Review

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

In this Initial Study, whenever an impact is identified as a "Potentially Significant Impact," that potential impact will be analyzed in the EIR. The "Potentially Significant Impact" designation is being used solely to identify topics that will be addressed in detail in the EIR for this project and does not reflect a determination that the project will result in a significant impact on these resources. These topics are being included in the EIR, because additional analysis is needed to determine the potential effect with respect to those issues.

Senate Bill 743 and Public Resources Code Section 21099

On September 27, 2013, Governor Brown signed Senate Bill (SB) 743, which became effective on January 1, 2014. Among other provisions, SB 743 amended CEQA by adding

Public Resources Code Section 21099 regarding the analysis of aesthetics and parking impacts for certain urban infill projects in transit priority areas,[7] as discussed below.

Aesthetics and Parking Analysis

Public Resources Code Section 21099(d), effective January 1, 2014, provides that "aesthetics and parking impacts of a residential, mixed-use residential, or employment center project on an infill site located within a transit priority area shall not be considered significant impacts on the environment." Accordingly, aesthetics and parking are no longer considered in determining if a project has the potential to result in significant environmental effects for projects that meet all of the following three criteria:

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

The proposed project meets each of the above three criteria, and thus, the environmental analysis does not consider aesthetics and the adequacy of parking in determining the significance of project impacts under CEQA.[8]

Public Resources Code Section 21099(e) states that a lead agency maintains the authority to consider aesthetic impacts pursuant to local design review ordinances or other discretionary powers and that aesthetic impacts do not include impacts on historical or cultural resources. As such, the Planning Department does consider aesthetics for design review and to evaluate effects on historic and cultural resources.

The Planning Department recognizes that the public and decision makers nonetheless may be interested in information pertaining to the aesthetic effects of a proposed project; therefore, a full plan set, which contains illustrative renderings of the proposed project, has been provided as Appendix A to this Initial Study. In addition, visual simulations of the proposed project will also be included in the Project Description chapter of the forthcoming EIR. However, this information is provided solely for informational

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[7] A "transit priority area" is defined in Section 21099 of the California Public Resources Code as an area within 0.5 mile of an existing or planned major transit stop. A "major transit stop" is defined in Section 21064.3 of the California Public Resources Code as a rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods. A map of San Francisco Transit Priority Areas can be found online at: http://sfmea.sfplanning.org/Map%20of%20San%20Francisco%20Transit%20Priority%20Areas.pdf.

[8] San Francisco Planning Department. December 1, 2016 "Eligibility Checklist CEQA Section 21099 – Modernization of Transportation Analysis for 1530 5th Avenue." This and all other documents referenced in this Initial Study are available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2014.1584ENV.

purposes and will not be used to determine the significance of the environmental impacts of the project, pursuant to CEQA.

Similarly, the Planning Department acknowledges that parking conditions may be of interest to the public and the decision makers. Therefore, the EIR will present parking demand analysis for informational purposes and consider any secondary physical impacts associated with constrained supply (e.g., queuing by drivers waiting for scarce on-site parking spaces that affects the public ROW) as applicable in the transportation analysis in the EIR.

Automobile Delay and Vehicle Miles Traveled Analysis

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

In January 2016, OPR published for public review and comment a Revised Proposal on Updates to the CEQA Guidelines on Evaluating Transportation Impacts in CEQA recommending that transportation impacts for projects be measured using a vehicle miles traveled (VMT) metric. On March 3, 2016, in anticipation of the future certification of the revised CEQA Guidelines, the San Francisco Planning Commission adopted OPR's recommendation to use the VMT metric instead of automobile delay to evaluate the transportation impacts of projects (Resolution 19579). (Note: The VMT metric does not apply to the analysis of impacts on non-automobile modes of travel such as riding transit, walking, and bicycling.)

Accordingly, the EIR will not include a discussion of automobile delay impacts. Instead, a VMT and induced automobile travel impact analysis will be provided in the Transportation and Circulation section of the EIR. The topic of automobile delay, nonetheless, may be considered by decision makers, independent of the environmental review process, as part of their decision to approve, modify, or disapprove the proposed project.

Approach to Cumulative Impact Analysis

As indicated in the proceeding checklist responses, the EIR will evaluate the project's potential to cause or contribute to cumulative impacts. Cumulative impacts are impacts of the project in combination with other closely related past, present, and reasonably foreseeable probable future projects (CEQA Guidelines Section 15355(a)(b)). In other words, cumulative impacts are two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts. The individual effects may be changes resulting from a single project or a number of separate projects.

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

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

- *Similar Environmental Impacts.* A relevant project contributes to effects on resources that are also affected by the proposed project. A relevant future project is defined as one that is "reasonably foreseeable," such as a proposed project for which an application has been filed with the approving agency or has approved funding.
- *Geographic Scope and Location.* A relevant project is located within the geographic area within which effects could combine. The geographic scope varies on a resource-by-resource basis. For example, the geographic scope for evaluating cumulative effects to air quality consists of the affected air basin. The cumulative context for land use analysis is the vicinity that would affect the overall land use character of the Inner Sunset neighborhood (generally between 19th Avenue, UCSF, and Golden Gate Heights Park), within a few blocks in each direction of the project site.
- *Timing and Duration of Implementation.* Effects associated with activities for a relevant project (e.g., short-term construction or demolition, or long-term operations) would likely coincide in timing with the related effects of the proposed project.

Cumulative Projects

Based on the above, the following two plans and projects in the project vicinity are considered in the cumulative impact analysis:

- **599 Crestmont Drive (San Francisco Overlook Development Residential Project) (Planning Department Case No. 2004.0093E).** The San Francisco Overlook (SF Overlook) project, located at 599 Crestmont Drive, was approved through a Conditional Use Authorization on May 7, 2015. This project site for SF Overlook is directly south of the 1530 5th Avenue project site, at a higher elevation. The project includes the construction of 29 dwelling units on two vacant lots measuring a combined 63,890 square feet in size. There will be a total of 13 buildings with a mix of 28 three-bedroom units and one four-bedroom unit. An approximately 26-foot-wide, 700-foot-long private street and 58 off-street parking spaces are also included. This project has not been built and there is currently no scheduled start date for construction.

- **UCSF 2014 Long-Range Development Plan (State Clearinghouse No. 2013092047).** The UCSF Long-Range Development Plan (LRDP), approved in

November 2014, is a comprehensive physical land use plan intended to guide UCSF's growth and other physical changes through the year 2035. If fully implemented over the next 20 years, the LRDP would result in an additional 167,000 gross square feet (gsf) in owned and leased buildings, for a total of 11.56 million gsf across all of UCSF's locations across San Francisco.

The UCSF campus at Parnassus Heights comprises 107 acres of land at the base of Mount Sutro. UCSF's facilities are concentrated along Parnassus Avenue, including Moffitt and Long Hospitals and outpatient clinical space for the UCSF Medical Center; Langley Porter Psychiatric Institute; research, instruction, and administrative space for the schools of Dentistry, Medicine, Nursing and Pharmacy; campus administrative and support space; and campus housing along 3rd and 5th Avenues. At the Parnassus Heights campus, UCSF's LRDP proposes to demolish eight buildings by 2035 (two buildings—the Laboratory of Radiobiology and Medical Research 4—have already been demolished); renovate several buildings; construct new buildings, including a new hospital addition on the Langley Porter Psychiatric Institute site; construct campus housing at 5th and Parnassus Avenues and the Proctor site at 5th and Kirkham Avenues (for a combined 77 new units); and make various improvements to a number of open space and circulation routes. UCSF proposes to renovate and convert UC Hall to housing in phases. The Millberry Union towers are currently office space and would be also converted to student housing. Some 252 new units are proposed to be created by converting these existing buildings (UC Hall and Millberry Union towers) into housing. The full implementation of the 2014 LRDP at Parnassus would result in approximately 268,900 added square feet of housing or 329 residential units with 388 beds.

As of 2013, the existing average daytime population at the Parnassus Heights campus was approximately 17,950. According to the 2014 LRDP, this number is projected to grow by approximately 600 people by 2035 (to approximately 18,550). These daytime population numbers include the current resident population of 534, which is projected to increase by 508 at full buildout.[9] Although the LRDP would almost double the residential population on this campus, it would be a small change in the daily campus population, due to the much larger number of students, faculty, patients, and visitors who travel to and from the site on a daily basis. Construction at the Parnassus Campus started in August 2015 and will continue through 2035. The full buildout of residential units will not be completed until 2035. Therefore, the increase in population would occur incrementally over the next two decades.

Other active projects in the vicinity of the project site consist of minor modifications to existing residences and include projects such as window replacements, construction of

[9] Franke, P. 2016. "Average daily UCSF daily residential population." Email from P. Franke (UCSF) to D. Rosenblatt (Dudek). October 13, 2016.

decks, and similar types of applications. Given their minor scope and distance from the project site (at least three blocks away), they would not combine with the proposed project in a way that could result in any cumulative impacts; therefore, they are not included in the cumulative context for any topic in this Initial Study.

E. EVALUATION OF ENVIRONMENTAL EFFECTS

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

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

The proposed project would not create a physical barrier to neighborhood access, nor would it remove an existing means of access. The project site is located at the terminus of 5th Avenue, where through-access is not currently provided. The proposed project would involve demolition of the 86 existing dwelling units on the project site, construction of up to 445 new residential units and public and private open space amenities, and reconfiguration of 5th Avenue. The project site would continue to be used for residential uses, and although the project would increase the residential density of the site, it would not create any barriers to connectivity between the site and adjacent Inner Sunset and Forest Knolls neighborhoods. The proposed project would be developed within the delineated limits of the project site and would not permanently close any streets or sidewalks. It would modify 5th Avenue by eliminating the curves of the street and extremely steep areas (currently at 27% grade), creating a more traditional San Francisco street alignment. The project would increase pedestrian accessibility and connectivity throughout the site and to adjacent areas with proposed sidewalks, pathways, and staircases. Sidewalks would be provided on both sides of the realigned portion of 5th Avenue. Pedestrian paths would connect each of the building areas within the site, and an improved staircase would provide access from Kirkham Avenue into the site. The proposed project could also include a new staircase constructed along the northern property line to provide a connection to the forest area owned by the project sponsor. This proposed staircase is analyzed in the document but may not be incorporated into the final project. These proposed connections would ensure that the site remains connected to the neighborhood and the project would not physically divide

an established community. For these reasons, this impact would be less than significant, and no mitigation measures are required.

Impact LU-2: The proposed project could conflict with an applicable land use plan, policy, or regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating environmental effects. (Potentially Significant)

Land use impacts would be considered significant if the proposed project would conflict with any plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effects. Environmental plans and policies are those, like the Bay Area Air Quality Management District (BAAQMD) *Bay Area 2010 Clean Air Plan* (2010 Clean Air Plan), the *Strategies to Address Greenhouse Gas Emissions* (GHG Reduction Strategy), and the City's Urban Forestry Ordinance, which directly address environmental issues and/or contain targets or standards that must be met in order to preserve or improve characteristics of the City's physical environment.

As discussed above, in Section C, Compatibility with Existing Zoning and Plans, the proposed project would be generally consistent with the Urban Design and Housing General Plan Elements of the City's General Plan in terms of scale and massing, open space, street patterns, and required streetscape improvements. Moreover, the proposed project would comply with City policies related to "complete streets," through reducing the slope of the existing street and including landscaping and appropriate street lighting. Additionally, the project would comply with policies related to the "Better Streets Plan" by ensuring access for all modes of transportation and encouraging transit priorities. Streets within the project site would also include technology to manage stormwater based on watershed planning principles. The proposed project would also not obviously or substantially conflict with goals, policies, or objectives of other plans such as the *San Francisco Bicycle Plan*, the *San Francisco Sustainability Plan*, or the *Transit First Policy*.

The proposed project would construct six new buildings containing up to 445 dwelling units in close proximity to sensitive land uses, including residences and a child care facility. Thus, the project's construction and operations have the potential to conflict with the City's Noise Ordinance, which regulates construction noise and new noise sources. The EIR will examine these impacts and the potential for such a conflict to occur.

While conflicts with plans and policies do not in and of themselves indicate a significant impact on the environment, a conflict with policies adopted for the purpose of mitigating an environmental effect could indicate that the project would result in a physical environmental effect. Any environmental effects that could result from a conflict with policies adopted for the purpose of mitigating an environmental effect will be disclosed in the EIR in discussion of those environmental topics.

Impact C-LU-1: The proposed project could make a considerable contribution to a cumulative significant land use impacts. (Potentially Significant)

Cumulative land use impacts are evaluated in the context of existing and reasonably foreseeable future development in the project site vicinity, as well as applicable land use policies that guide future development in the project site vicinity. The cumulative context for land use analysis is the Inner Sunset neighborhood, an area bounded by 19th Avenue, the UCSF Parnassus campus, and Golden Gate Heights.

As discussed in the "Approach to Cumulative Impacts Analysis" section above, two projects are proposed in the vicinity of the 1530 5th Avenue project site: the SF Overlook project at 599 Crestmont Drive and the UCSF LRDP 2014. The SF Overlook project would create 29 housing units to the south of the 1530 5th Avenue project site. This project currently has no timetable for construction. UCSF LRDP 2014 would implement various demolition, construction, and renovation projects on UCSF campuses (including the Parnassus campus), which, by the addition of new buildings and residents, will result in a more dense urban fabric but would not alter the existing mix of residential, commercial, medical, and institutional uses.

Both of these projects will continue and intensify existing uses and be consistent with the Planning Code land use designations for the individual project sites. These projects will not result in the physical division of an established community, would occur within the boundaries of the existing lot lines, and would not contribute considerably to any cumulative land use impacts. Given this, the proposed project's contribution to cumulative land use impacts related to division of an established community would be less than significant. However, as discussed under Impact LU-2, the project's construction and operations have the potential to conflict with the City's Noise Ordinance, a regulation adopted for purposes of avoiding environmental effects. As noted above, any environmental effects that could result from a conflict with policies adopted for the purpose of mitigating an environmental effect will be disclosed in the EIR in discussion of those environmental topics.

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

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact	Not Applicable
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☒	☐	☐

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

The proposed project would replace the existing 86 units and construct additional 359 units for a total of up to 445 units on the project site. In 2015, the U.S. Census reported a population of 864,816 persons in the City and County of San Francisco. In 2014, the Association of Bay Area Governments reported a population of 5,229 persons in Census Tract 301.2, which included the project site.[10] Based on the average household size for Census Tract 301.2 of 2.63 persons per unit (in 2010[11]), the addition of 359 units would increase the on-site population by approximately 944 people for a total of approximately 6,173 residents. The 944 additional residents under the proposed project would represent an approximately 18% increase in the population in Census Tract 301.2 and less than 1% of the citywide population.

ABAG projects that the population of San Francisco will increase to a population of 1,085,700 by the year 2040, an increase of about 220,900 persons from 2015.[12] The project-related residential population growth that would result from the increase in housing units on the project site would account for less than 0.5% (0.42) of the citywide projected population growth. The increase in population would not substantially change the existing population characteristics and would be within the density allowable by the RM-2 zoning designation for the project site. The proposed project would not indirectly induce population growth because it would not increase the carrying capacity of roadways or public utilities or introduce new roadways or related infrastructure. The project would replace and reconfigure 5th Avenue, but it would not increase its carrying capacity, or open up other locations to development. The expected population increase from the proposed project would not be substantial in relation to the expected increase in the residential population of the City of San Francisco. Therefore, the proposed project would have less-than-

10 U.S. Census Bureau. 2015. American Fact Finder, Census 2014 Total Population by County by Census Tract. Accessed May 5, 2016. http://factfinder.census.gov/faces/tableservices/jsf/pages/productview.xhtml?pid=ACS_14_5YR_DP05&prodType=table.

11 ABAG (Association of Bay Area Governments). 2015. "Forecasts and Projections." Accessed December 16, 2015. http://abag.ca.gov/planning/research/forecasts.html.

12 ABAG (Association of Bay Area Governments). 2013. "The Bay Area in 2040." Chapter 2 in *Bay Area Plan: Strategy for a Sustainable Region.* Adopted July 18, 2013. *http://files.mtc.ca.gov/pdf/Plan_Bay_Area_FINAL/Plan_Bay_Area.pdf*. The projected residential population of San Francisco for 2040 is 1,085,700 persons.

significant impacts related to inducing growth, directly or indirectly. No mitigation measures are required.

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

The proposed project would demolish the 11 buildings on the site containing 86 units of housing. The project would replace these existing housing units and construct additional housing units for a total of up to 445 housing units. The project sponsor would temporarily relocate approximately 81 residents of the existing housing units for up to three years (63% of the 86 units, or 54 units, are occupied as of issuance of the Notice of Preparation). However, as part of the proposed project, the sponsor would assist current residents with temporary relocation services and support, including moving assistance to each household based on the rates set by the San Francisco Rent Ordinance and moving assistance for returning to the property upon completion of construction. The residents would have the option to return to rent-controlled units at project completion.

The proposed project would help the City meet its overall housing demand by adding up to 359 new residential units to the City's housing supply. The total number of units would include the replacement of the 86 rent-controlled units on the site, and new, on-site, below market rate units as required under the City's Inclusionary Affordable Housing Program requirements (Planning Code Section 415).[13] The proposed project would replace existing housing and construct new housing, resulting in a net increase in available housing. The proposed project would not create any demand for additional housing because it would not create substantial employment opportunities or provide office space. The construction of the proposed project would not create an increase in need for additional housing because the construction workers are likely to be Bay Area residents. The affordable housing needs created by the proposed project would be addressed by compliance with the aforementioned Inclusionary Affordable Housing Program. Of the 359 net new units, 13% of them would be below market rate units. The proposed project would require three additional maintenance workers than are currently working on site, for a total of five employed on site under the proposed project. This increase would be minor and is unlikely to trigger the need for substantial additional housing. Therefore, the project would have a less-than-significant impact related to displacement of residents and the demand for additional housing. No mitigation measures are required.

[13] Projects involving ten or more dwelling units are subject to the Inclusionary Affordable Housing Program outlined in Section 415 of the Code. The project sponsor must submit an 'Affidavit of Compliance with the Inclusionary Affordable Housing Program' to the Planning Department identifying the method of compliance, on-site, off-site, or in-lieu fee.

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

Although the proposed project would temporarily displace residents of the existing housing units, the proposed project would neither permanently eliminate existing housing units nor permanently displace residents or people. Foreseeable projects in the site's vicinity would contribute to new housing units in the area that could incrementally offset the forecast demands for housing within the neighborhood and citywide.

The SF Overlook project consists of 29 units and will serve approximately 80 new residents.[14] In 2013, the existing average daily population at the UCSF Parnassus campus was 17,950. The UCSF LRDP 2014 projects an increase in daily population at the Parnassus Heights campus site of approximately 600 people by 2035 (over existing conditions). This is considered a small change in daily population at this campus, and it would occur incrementally over the next two decades. Construction at UCSF began in August 2015 and is expected to continue until 2020.

The 2014 Housing Element of the *San Francisco General Plan* projects the need for approximately 29,000 new residential units through 2022 in the City of San Francisco. The expected increase in residential units from the approved and proposed projects discussed above, including the proposed project at 1530 5th Avenue, would be approximately 717 units, substantially less than the General Plan called for to accommodate total expected citywide population increases. This represents 2.5% of the additional housing units that would be required to accommodate the expected increase in population citywide. Furthermore, the cumulative population increase from the three examined projects would be 1,624 residents (the combination of 600 residents from the UCSF LRDP, 80 residents from SF Overlook, and 944 from the proposed project). These combined residents represent 0.7% of the projected population increase of 221,000 people in San Francisco. The cumulative increase in population is consistent with the planned population growth of the city. Therefore, there would not be cumulatively considerable impacts with respect to population and housing.

[14] San Francisco Planning Department. 2012. *Environmental Impact Report for San Francisco Overlook Development Residential Project*. Draft. SCH no. 2003122131. June 2012.

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

Impact CR-1: The proposed project would not cause a substantial adverse change in the significance of an historic resource as defined in Section 15064.5, including those resources listed in Article 10 or Article 11 of the San Francisco Planning Code. (Less than Significant)

Under CEQA, a historical resource, including built-environment historic and prehistoric archaeological resources, is considered significant if it meets the criteria for listing in the California Register of Historical Resources. These criteria are set forth in CEQA Section 15064.5 and define as significant any resource that:

- Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
- Is associated with lives of persons important in our past;
- Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
- Has yielded, or may be likely to yield, information important in prehistory or history.

Article 10 and Article 11 of the San Francisco Planning Code pertain to individual city landmarks and historic districts, and to conservation districts located in the city's downtown core area (C-3 district), respectively. Article 10 of the San Francisco Planning Code sets forth proposals for city landmark designations with the aid of the NRHP Criteria in evaluating a resource's historic significance. Article 11, Section 1102 of the San Francisco Planning Code codifies the criteria for evaluating buildings in the C-3 districts of the city.

Baseline conditions for historic architectural resources location within the project area are documented in the *1530 5th Avenue Project Historic Resource Evaluation* (HRE), which is summarized below.

The Kirkham Heights Apartments are located in what used to be the Sutro Forest, owned by former San Francisco Mayor and businessman, Adolph Sutro (1830–1898). Sutro acquired the land that became Sutro Forest as part of a larger 1,200-acre land purchase in 1880. This land was part of the 4,400-acre Rancho San Miguel, which was granted to José de Jesus Noe in 1845 by the Mexican government. This large parcel today forms most of the Sunset District of San Francisco. The portion of Sutro Forest where Kirkham Heights Apartments was eventually located appears to have been inherited as part of a larger 90-acre tract by Sutro's daughter Rosa B. Morbio. In 1947, this parcel was sold to UCSF, which had occupied the area north of Sutro Forest since the turn of the century. The Kirkham Heights Apartments were approved in 1946, during a wave of residential construction when San Francisco authorized 17,000 residential building permits.

The Kirkham Heights Company built Kirkham Heights Apartments in 1950–1951. The apartment buildings were one of the earlier residential developments to be built in the area. The construction of the apartments may have been inspired by the concurrent expansion of nearby UCSF. The architect, Angus McSweeney, was a prolific and well-known architect in the Bay Area through much of the twentieth century.

The Kirkham Heights Apartments appear to retain many of their historic features. As noted in the HRE, the following elements can be considered character-defining features of the apartments:

- Stucco and wood-siding facades
- Ground-floor open carports
- Semi-exposed common staircases with painted wood trim and railings
- Shallow roofs with overhanging eaves and wood fascias
- Varying rooflines and facade treatments for each individual building
- Individual driveways for each building leading off of 5th Avenue

Construction of the proposed project would involve demolition of the existing buildings on the project site and excavation and grading throughout the site. There is no evidence that the existing development was a particularly significant or influential residential project among the thousands of properties completed in the early 1950s. The HRE did not find any evidence of a strong association between a tenant of the existing buildings and the property itself. None of the recorded owners of the apartments appears to have been significant to local, California, or national history. Moreover, the HRE found that the existing buildings on the project site are not unique in construction technique, are not important examples of a building practice of a particular time in history, do not possess high artistic values, and do not serve as a significant work of a master architect. Therefore, The HRE concluded that the existing development does not display a level of historical significance or integrity that would qualify its buildings for listing as a historic

resource either individually or as a historic district on the California Register of Historical Resources under any criterion.[15]

Planning Department staff concurred with this assessment in a Preservation Team Review Form (PTRF).[16] The PTRF reiterates that the property is not eligible for inclusion in the California Register of Historical Resources or as a California Register Historic District. No known historic events have occurred at the project site, and none of the owners or occupants have been identified as important to history. The PTRF notes that although Angus McSweeney is a noted architect in the SF Modern Design Historic Context, the property does not stand out as McSweeney's most important residential work in San Francisco. The project site is also not located within the boundaries of any identified historic district. Therefore, the proposed project would not cause a substantial adverse change in the significance of a historic resource.

Impact CR-2: The proposed project could cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5 or could disturb human remains, including those interred outside of formal cemeteries. (Less than Significant with Mitigation)

In addition to assessing impacts to archaeological resources meeting the requirements for listing as historical resources, impacts to unique archaeological resources are also considered under CEQA, as described in Section 15064.5, as well as under California Public Resource Code Section 21083.2. If an archaeological site does not meet the criteria for inclusion on the California Register of Historical Resources (as described under Impact CR-1), but does meet the definition of a unique archaeological resource as outlined in California Public Resources Code 21083.2, it is entitled to special protection or attention under CEQA. A unique archaeological resource implies an archaeological artifact, object, or site about which it can be clearly demonstrated that—without merely adding to the current body of knowledge—there is a high probability that it meets one of the following criteria (as described in California Public Resources Code 21083.2):

- The archaeological artifact, object, or site contains information needed to answer important scientific questions, and there is a demonstrable public interest in that information;
- The archaeological artifact, object, or site has a special and particular quality, such as being the oldest of its type or the best available example of its type; or
- The archaeological artifact, object, or site is directly associated with a scientifically recognized important prehistoric or historic event or person.

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[15] Garavaglia Architecture Inc. 2015. 1530–1585 5th Avenue Kirkham Heights Apartments San Francisco, CA Historic Resource Evaluation. June 16, 2015.

[16] San Francisco Planning Department. 2016. Preservation Team Review Form, 1530–1585 5th Avenue. September 9, 2016.

No archaeological resources were identified within the project area as a result of records searches and pedestrian survey efforts performed for this assessment.[17] Outcrops of chert as well as other Franciscan Assemblage bedrock (i.e., sandstone and greenstone) are exposed throughout the project area. All of these outcrops appear to have been exposed as a result of previous construction activities. Therefore, it is unlikely that these outcrops were available to prehistoric aboriginal populations. Given the magnitude of the excavation that was required to construct the existing development on the project site, and the steepness of the terrain, it is also unlikely that any of the current land surfaces within the project site were present prior to the mid-twentieth century. Hence, while it is unlikely that human remains would be encountered at the project site during excavation and grading for the proposed project, based on the review of the survey by Planning Department archaeological staff, the following mitigation measure is required to avoid any potential adverse effect on accidentally discovered buried or submerged archaeological resources as defined in CEQA Guidelines Section 15064.5(a) and (c).

Mitigation Measure M-CR-1: Accidental Discovery

The project sponsor shall distribute the Planning Department archaeological resource "ALERT" sheet to the project prime contractor; to any project subcontractor (including demolition, excavation, grading, foundation, pile driving, etc., firms); or utilities firm involved in soils-disturbing activities within the project site. Prior to any soils-disturbing activities being undertaken, each contractor is responsible for ensuring that the "ALERT" sheet is circulated to all field personnel, including machine operators, field crew, pile drivers, supervisory personnel, etc. The project sponsor shall provide the Environmental Review Officer (ERO) with a signed affidavit from the responsible parties (prime contractor, subcontractor(s), and utilities firm) to the ERO confirming that all field personnel have received copies of the Alert Sheet.

Should any indication of an archaeological resource be encountered during any soils-disturbing activity of the project, the project Head Foreman and/or project sponsor shall immediately notify the ERO and shall immediately suspend any soils-disturbing activities in the vicinity of the discovery until the ERO has determined what additional measures should be undertaken. If the ERO determines that an archaeological resource may be present within the project site, the project sponsor shall retain the services of an archaeological consultant from the pool of qualified archaeological consultants maintained by the Planning Department archaeologist. The archaeological consultant shall advise the ERO as to whether the discovery is an archaeological resource which retains sufficient integrity and is of potential scientific/historical/cultural significance. If an archaeological resource is present, the archaeological consultant shall identify and evaluate the archaeological resource. The archaeological consultant shall make a

[17] AECOM. 2016. Final Archaeological Survey Report – Kirkham Heights Project (Case NO. 2014.1584U) 1530-1585 5th Avenue (BLOCK/LOT: 2636/001) San Francisco, California. June 2016.

recommendation as to what action, if any, is warranted. Based on this information, the ERO may require, if warranted, specific additional measures to be implemented by the project sponsor.

Measures might include: preservation in situ of the archaeological resource, an archaeological monitoring program, or an archaeological testing program. If an archaeological monitoring program or archaeological testing program is required, it shall be consistent with the Environmental Planning Division guidelines for such programs. The ERO may also require that the project sponsor immediately implement a site security program if the archaeological resource is at risk from vandalism, looting, or other damaging actions. The project archaeological consultant shall submit a Final Archaeological Resources Report (FARR) to the ERO that evaluates the historical significance of any discovered archaeological resource and describes the archaeological and historical research methods employed in the archaeological monitoring/data recovery program(s) undertaken. Information that may put at risk any archaeological resource shall be provided in a separate removable insert within the final report. Copies of the Draft FARR shall be sent to the ERO for review and approval.

With implementation of Mitigation Measure M-CR-1, impacts to archaeological resources or human remains would be reduced to a less-than-significant level.

Impact CR-3: The proposed project could cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code §21074. (Potentially Significant)

Tribal cultural resources (TCRs) are a class of resource established under the California Environmental Quality Act (CEQA) in 2015. TCRs are defined as a site, feature, place, cultural landscape, sacred place or object with cultural value to a California Native American tribe, that is either included on or eligible for inclusion in the California Register of Historical Resources or a local historic register, or is a resource that the lead agency, at its discretion and supported by substantial evidence, determines is a TCR. The Planning Department is reviewing the proposed project to determine if it may cause an adverse effect to a TCR. In addition, consultation with California Native American tribes regarding TCRs may be required at the request of the tribes. If potentially significant impacts are identified as part of this process, standard mitigation measures will be identified that would likely reduce it to a less-than-significant level. Such mitigation measures may include avoidance, protection, or preservation of the TCR and development of interpretation and public education and artistic programs. However, in the absence of this information, this impact is considered potentially significant and will be studied further in the EIR.

Impact-C-CR-1: The proposed project, in combination with past, present, and reasonably foreseeable future projects in the vicinity of the project site, would not substantially contribute to cumulative impacts related to cultural resources. (Potentially Significant)

As described above, the Kirkham Heights Apartments do not display a level of historical significance or integrity that would qualify its buildings for listing as historic resources either individually or as a historic district on the California Register of Historical Resources under any criterion. The apartments are also not located within or directly adjacent to any historic or conservation districts. Furthermore, no archaeological resources were identified within the project site. New discovery of unique resources or human remains is deemed unlikely because the extensive excavation required for the original construction would have disturbed buried material and/or excavation is going below the area where resources are commonly found. Therefore, the construction and operation of the proposed project, in combination with other nearby projects, is unlikely to substantially contribute to cumulative cultural resource impacts associated with historic or archeological resources or human remains.

However, as discussed under Impact CR-3, TCRs require additional analysis and potential coordination with California Native American tribes. Thus, any cumulative impacts associated with TCRs will be addressed in the EIR and this impact is considered potentially significant for the purposes of this Initial Study.

Topics:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less-Than-Significant Impact*	*No Impact*	*Not Applicable*
4. TRANSPORTATION AND CIRCULATION—Would the project:					
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	☒	☐	☐	☐	☐
b) Conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	☒	☐	☐	☐	☐
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location those results in substantial safety risks?	☐	☐	☐	☐	☒

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact	Not Applicable
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses?	☒	☐	☐	☐	☐
e) Result in inadequate emergency access?	☒	☐	☐	☐	☐
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	☒	☐	☐	☐	☐

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

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

Construction and operation of the proposed project would increase auto, transit, pedestrian, and bicycle trips to and from the project site and would modify existing ingress and egress points to the project site by reconfiguring 5th Avenue. The proposed project has the potential to result in increased demand on the local transportation system, including increased demand for transit, pedestrian and bike facilities, parking, and roadway capacity, which could result in significant transportation impacts. These impacts will be discussed in the EIR.

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

The proposed project could conflict with travel demand measures such that a significant impact on the environment may occur. This potential effect will be examined in the EIR.

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

The EIR for the proposed project will evaluate whether the implementation of the proposed project, which includes the reconfiguration of 5th Avenue, would result in

incompatible land uses and/or any design feature(s), such as the location of garage or building entrances for pedestrians, which may increase the potential for safety hazards.

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

The proposed project would result in the demolition of 86 existing dwelling units and construction of up to 445 dwelling units on the project site as well as reconfiguration of 5th Avenue. As part of that reconfiguration, the proposed project would modify the internal circulation pattern, including ingress and egress points. The EIR will evaluate the effect of changes in emergency access associated with the proposed project.

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

The introduction of new and intensified residential uses as well as open space, the trips generated by those uses, and changes to the circulation pattern in the area could conflict with adopted policies, plans, or programs regarding transit, bicycle, or pedestrian facilities. These potential impacts will be evaluated in the EIR.

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

The transportation impact study will evaluate the project's contribution of new trips in conjunction with those projected to occur from reasonably foreseeable projects and background growth anticipated within both the neighborhood and citywide context. Combined, the data will then be used to determine cumulative impacts on transit, passenger loading operations, circulation, large-truck equipment loading operations, bicycle and pedestrian safety, emergency vehicle access, and parking and the proposed project's contribution to those impacts.

Topics:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less-Than-Significant Impact*	*No Impact*	*Not Applicable*
5. NOISE—Would the project:					
a) Result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☒	☐	☐	☐	☐
b) Result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☒	☐	☐	☐	☐

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact	Not Applicable
c) Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☒	☐	☐	☐	☐
d) Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☒	☐	☐	☐	☐
e) For a project located within an airport land use plan area, or, where such a plan has not been adopted, in an area within two miles of a public airport or public use airport, would the project expose people residing or working in the area to excessive noise levels?	☐	☐	☐	☐	☒
f) For a project located in the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☐	☒

The project site is not located within the vicinity of a private airstrip, within an airport land use plan area, or within two miles of any nearby public airports or public use airports that have not adopted land use plans. The nearest airport, San Francisco International Airport, is located approximately 10.7 miles south of the project site. Thus, topics 5e and 5f are not applicable to the proposed project.

Impact NO-1: The proposed project could expose persons to noise levels in excess of standards established in the local general plan or noise ordinance, could result in a substantial permanent increase in ambient noise levels in the project vicinity, and could place additional persons on the project site that could be substantially affected by existing noise level. (Potentially Significant)

The proposed project includes residential development. The *San Francisco General Plan* contains Land Use Compatibility Guidelines for Community Noise, which provides noise compatibility for various land uses.[18] Residential uses are considered compatible within areas with a noise level of 60 A-weighted decibels (dBA) day-night average sound level (L_{dn}) or less. With project implementation, the existing ambient noise level at the project site would include traffic noise along the adjacent roadways and existing on-site activities, which could exceed 60 dBA L_{dn}. In addition, future project-generated traffic could result in an increase of traffic noise at the project site. Where the proposed development exceeds the compatible land use noise category, a detailed analysis of noise reduction measures would be required and

[18] City and County of San Francisco. 2004. Policy 11.1.In *Environmental Protection: An Element of the San Francisco General Plan*. Amended by Resolution 16900 on December 2, 2004.

would be incorporated in the design of the proposed project, per the *San Francisco General Plan* Housing Element.[19]

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

Construction activities associated with the proposed project would utilize typical construction equipment (e.g., excavator, bulldozer, drill rigs), which could generate noise levels that exceed the San Francisco Noise Control Ordinance.[20] Section 2907(a) of the Noise Control Ordinance limits noise levels from construction equipment to maximum 80 dBA at 100 feet (or other equivalent noise level at another distance) between 7 a.m. and 8 p.m. Typical construction equipment would generate noise level from approximately 70 dBA (e.g., generator) to 90 dBA (e.g., impact hammer) at a distance of 50 feet from the equipment.[21] Pile driving is not proposed. The noise level from the construction equipment at 100 feet distance (up to 84 dBA) could exceed the City's noise limit of 80 dBA at 100 feet distance. Therefore, potential noise impacts will be further evaluated in the EIR. The analysis will include detailed analysis of noise compatibility standards for residential uses, analysis of the potential long-term impacts of noise from the proposed project (i.e., roadway traffic noise), and construction related noise.

Impact NO-2: The proposed project could result in exposure of persons to excessive groundborne vibration and could result in a temporary or periodic increase in ambient noise levels during the project construction phase. (Potentially Significant)

Construction activities associated with the proposed project would utilize earthmoving construction equipment (e.g., excavator, bulldozer, drill rigs), which could generate excessive groundborne vibration and noise levels at the existing nearby sensitive uses (i.e., residential and day care). Construction equipment could generate groundborne

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19 City and County of San Francisco. 2015. "Implementation Policy IP.17 and Policy IP.18." In *Housing: An Element of the San Francisco General Plan*. Adopted April 27, 2015.

20 City and County of San Francisco. 2014. San Francisco Police Code, Article 29, Regulation of Noise, Guidelines for Noise Control Ordinance Monitoring and Enforcement. December 2014. Accessed October 18, 2016. https://www.sfdph.org/dph/files/EHSdocs/ehsNoise/GuidelinesNoiseEnforcement.pdf.

21 FHWA (Federal Highway Administration). 2006. *Federal Highway Administration Roadway Construction Noise Model User's Guide.* Final Report. FHWA-HEP-05-054. DOT-VNTSC-FHWA-05-01. January 2006. https://www.fhwa.dot.gov/environment/noise/construction_noise/rcnm/rcnm.pdf.

vibration from approximately 79 vibration decibels (VdB) (e.g., jackhammer) to 94 VdB (e.g., vibratory roller) at a distance of 25 feet from the equipment.[22] The groundborne vibration generated by construction equipment could exceed the 80 VdB, Federal Transit Administration's standard for human annoyance, for sensitive receptors in close proximity of the construction site. As described above, construction equipment could generate noise levels up to 90 dBA at a distance of 50 feet from the equipment, which could result in a temporary increase in ambient noise at nearby sensitive receptors. Therefore, the potential noise and vibration impacts from the proposed project during construction will be further evaluated in the EIR.

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

The proposed project, together with other past, present, and reasonably foreseeable future projects, could generate noise and vibration. Construction-generated noise and vibration levels are localized and could impact sensitive receptors in close proximity to construction areas. Although construction activities from the proposed project and the other nearby projects would be required to comply with City's Noise Control Ordinance, cumulative construction noise and vibration impacts could occur if there are nearby projects, which would have concurrent construction activities with the proposed project. Cumulative operational noise would include on-site noise sources (e.g., mechanical equipment) and off-site noise sources (e.g., automobile traffic). On-site noise sources, such as mechanical equipment from the proposed projects and other projects, would be required to comply with the City's Noise Control Ordinance. However, off-site auto traffic from the proposed project together with other projects could contribute to the overall cumulative noise along nearby roadway segments. Therefore, the EIR will include an evaluation of the proposed project's potential contribution to cumulative noise and vibration.

Topics:		*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less-Than-Significant Impact*	*No Impact*	*Not Applicable*
6.	**AIR QUALITY—Would the project:**					
a)	Conflict with or obstruct implementation of the applicable air quality plan?	☒	☐	☐	☐	☐
b)	Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☒	☐	☐	☐	☐

[22] FTA (Federal Transit Administration). 2006. *Federal Transit Administration Transit Noise and Vibration Impact Assessment*. FTA-VA-90-1003-06. May 2006. https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/FTA_Noise_and_Vibration_Manual.pdf.

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact	Not Applicable
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal, state, or regional ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☒	☐	☐	☐	☐
d) Expose sensitive receptors to substantial pollutant concentrations?	☒	☐	☐	☐	☐
e) Create objectionable odors affecting a substantial number of people?	☒	☐	☐	☐	☐

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

Specifically, the BAAQMD has the responsibility to monitor ambient air pollutant levels throughout the SFBAAB and to develop and implement strategies to attain the applicable federal and state standards. In accordance with the state and federal clean air acts, air pollutant standards are identified for the following six criteria air pollutants: ozone (O_3), carbon monoxide (CO), particulate matter (PM), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), and lead (Pb). These air pollutants are termed "criteria air pollutants" because they are regulated by developing specific public health- and welfare-based criteria as the basis for setting permissible levels. Land use projects may contribute to regional criteria air pollutants during the construction and operational phases of a project.

Impact AQ-1: The proposed project could generate construction and operational criteria pollutant and precursor emissions that could conflict with or obstruct implementation of the applicable air quality plan. (Potentially Significant)

The proposed project's short-term construction and long-term operational emissions would generate criteria pollutant (e.g., PM_{10}, $PM_{2.5}$)[23] and precursor (e.g., reactive organic gases (ROG), nitrogen oxide (NO_X))[24] emissions that would contribute to the region's total air quality emissions. Construction-related emissions would include construction equipment- and vehicle-related exhaust as well as fugitive PM dust emissions. Although

[23] Particulate matter (PM) is composed of miniscule solid particles and liquid droplets in the air. PM_{10} refers to particles less than or equal to 10 micrometers in diameter. PM_{25} refers to particles less than or equal to 25 micrometers in diameter.

[24] Reactive organic gases (ROG) and oxides of nitrogen (NOx) negatively affect regional air quality.

construction emissions would be temporary and would cease following completion of the proposed project, they would have the potential to conflict with or obstruct implementation of the applicable air quality plan. Following buildout of the proposed project, long-term operational emissions would primarily be generated by vehicles coming to and from the project site from residential trips. Operational emissions would also include area- and energy-source emissions associated with day-to-day activities associated with operating the proposed buildings. Both short-term construction and long-term operational emissions have the potential to result in emissions that could conflict with or obstruct implementation of the applicable air quality plan. Therefore, these potential air quality impacts will be further evaluated in the EIR.

Impact AQ-2: The proposed project could generate criteria pollutant and precursor emissions that could violate an air quality standard or contribute substantially to an existing or projected air quality violation (Potentially Significant)

As described above, construction and operation of the proposed project would generate criteria air pollutant and precursor emissions that would contribute to regional air quality. It is possible that the levels of emissions generated during construction or operation could violate or contribute substantially to an existing or projected air quality violation. Therefore, these potential air quality impacts will be further evaluated in the EIR.

Impact AQ-3: The proposed project could generate emissions that would expose sensitive receptors to substantial pollutant concentrations. (Potentially Significant)

The project site is located in an area with nearby sensitive receptors, including residential and child care uses. In addition, the proposed project would develop residential uses that would be considered sensitive receptors. During construction of the proposed project, toxic air contaminant and $PM_{2.5}$ emissions could expose nearby sensitive receptors to substantial pollutant concentrations. Furthermore, as residential units are completed, some former residents would be allowed to relocate into new units while construction continues on the remainder of the project site; thus, it is possible that residents could be exposed to the proposed project's construction-related pollutant concentrations. The construction-related health risk impacts to existing on- and off-site sensitive receptors will be further evaluated in the EIR. Following buildout of the proposed project, air quality emissions would be generated as a result of day-to-day activities that could expose nearby sensitive receptors to substantial pollutant concentrations. These operational-related health risks will be further evaluated in the EIR.

Impact AQ-4: The proposed project could generate emissions that create objectionable odors affecting a substantial number of people. (Potentially Significant)

Typical odor sources of concern include wastewater treatment plants, sanitary landfills, transfer stations, composting facilities, petroleum refineries, asphalt batch plants, chemical manufacturing facilities, fiberglass manufacturing facilities, auto body shops, rendering plants, and coffee roasting facilities. Observation indicates that the project site is not substantially affected by sources of odors. The proposed project primarily includes

residential uses and associated open spaces and landscaping. The proposed residential use is not anticipated to be an odor-generating use. During construction, diesel exhaust from construction equipment would generate some odors. In addition, the use of asphalt and architectural coatings could generate volatile organic compounds (VOC) emissions that could be objectionable odors to nearby receptors. These potential odor impacts from construction and operational activities will be further evaluated in the EIR.

Impact C-AQ-1: The proposed project, in combination with past, present, and reasonably foreseeable future development in the project area, could contribute to cumulative air quality impacts. (Potentially Significant)

The short-term construction and long-term operational emissions discussed above would be evaluated at a project level. However, it is also necessary to determine if these air quality impacts would bring about impacts that could be considered a cumulatively considerable contribution of emissions to local and regional air quality. These potential air quality impacts will be further evaluated in the EIR.

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

Gases that trap heat in the atmosphere are referred to as greenhouse gases (GHGs) because they capture heat radiated from the sun as it is reflected back into the atmosphere, much like a greenhouse does. The accumulation of GHGs has been implicated as the driving force for global climate change. The primary GHGs are carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), ozone, and water vapor.

Individual projects emit GHGs during demolition, construction, and operational phases. While the presence of the primary GHGs in the atmosphere is naturally occurring, CO_2, CH_4, and N_2O are largely emitted from human activities, accelerating the rate at which these compounds occur within Earth's atmosphere. Emissions of CO_2 are largely byproducts of fossil fuel combustion, whereas methane results from off-gassing associated with agricultural activities and landfills. Black carbon has recently emerged as a major contributor to global climate change, possibly second only to CO_2. Black carbon results from incomplete combustion of fossil fuels,

biofuels, and biomass.[25] N_2O is emitted from agricultural activities, fossil fuel combustion, wastewater management, and industrial processes, such as the production of nitric acid, which is used to make synthetic commercial fertilizer.[26] Other GHGs generated in industrial processes include hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. GHGs are typically reported in "carbon dioxide-equivalent" measures (CO_2E).[27]

There is international scientific consensus that human-caused increases in GHGs have contributed and will continue to contribute to global warming. Many impacts resulting from climate change, including increased fires, floods, severe storms, and heat waves, occur already and will only become more frequent and more costly.[28] Secondary effects of climate change are likely to include a global rise in sea levels; impacts to agriculture, the state's electricity system, and native freshwater fish ecosystems; an increase in the vulnerability of levees in the Sacramento–San Joaquin Delta; changes in disease vectors; and changes in habitat and biodiversity.[29, 30]

The California Air Resources Board (CARB) estimated that in 2010, California produced approximately 451 million gross metric tons of CO_2E (MMT CO_2E) emissions.[31] CARB determined that transportation is the source of 38% of the state's GHG emissions, followed by electricity generation (both in-state and out-of-state) at 21% and industrial sources at 19%. Commercial and residential fuel use (primarily for heating) accounted for approximately 10% of CO_2E emissions.[32] In the Bay Area, the transportation (on-road motor vehicles, off-highway mobile sources, and aircraft) and the industrial and commercial sector were the two largest sources of GHG

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25 Center for Climate and Energy Solutions. 2010. What is Black Carbon? April 2010. Accessed November 12, 2015. http://www.c2es.org/ docUploads/what-is-black-carbon.pdf.

26 USEPA (U.S. Environmental Protection Agency). 2013. "Overview of Greenhouse Gases, Climate Change." September 9, 2013. Accessed November 12, 2015.http://epa.gov/ climatechange/ghgemissions/gases/n2o.html.

27 Because of the differential heat absorption potential of various GHGs, GHG emissions are frequently measured in "carbon dioxide-equivalents," a weighted average based on each gas's heat absorption (or "global warming") potential.

28 California Climate Change Portal. Accessed November 12, 2015. http://www.climatechange.ca.gov.

29 California Climate Change Portal. Accessed November 12, 2015. http://www.climatechange.ca.gov.

30 CEC (California Energy Commission). 2012. California Climate Change Center. Our Changing Climate 2012. Accessed November 12, 2015. http://www.energy.ca.gov/2012publications/ CEC-500-2012-007/CEC-500-2012-007.pdf.

31 CARB (California Air Resources Board). 2013. "California Greenhouse Gas Inventory for 2000-2010— by Category as Defined in the Scoping Plan." Accessed December 30, 2015. http://www.arb.ca.gov/cc/inventory/data/tables/ghg_inventory_scopingplan_00-11_2013-08-01.pdf.

32 CARB (California Air Resources Board). 2013. "California Greenhouse Gas Inventory for 2000-2010— by Category as Defined in the Scoping Plan." Accessed December 30, 2015. http://www.arb.ca.gov/cc/inventory/data/tables/ghg_inventory_scopingplan_00-11_2013-08-01.pdf.

emissions, each accounting for approximately 36%of the Bay Area's 95.8 MMT CO_2E emitted in 2007.[33] Electricity generation accounts for approximately 16% of the Bay Area's GHG emissions, followed by residential fuel usage (e.g., home water heaters, furnaces, etc.) at 7%, off-road equipment at 3%, and agriculture at 1%.[34]

Regulatory Setting

In 2005, in recognition of California's vulnerability to the effects of climate change, Governor Arnold Schwarzenegger established Executive Order S-3-05, which set forth a series of target dates by which statewide emissions of GHGs would be progressively reduced:

- By 2010: reduce GHG emissions to 2000 levels (approximately 457 MMT CO_2E);
- By 2020: reduce emissions to 1990 levels (estimated at 427 MMT CO_2E); and
- By 2050: reduce state-wide GHG emissions to 80% below 1990 levels (about 85 MMT CO_2E).

In response, in 2006, the California legislature passed Assembly Bill No. 32 (AB 32; California HSC Division 25.5, Section 38500, et seq.) also known as the Global Warming Solutions Act. AB 32 requires CARB to design and implement emission limits, regulations, and other measures to reduce GHG emissions to 1990 levels by the year 2020.[35]

Pursuant to AB 32, CARB adopted the Climate Change Scoping Plan (Scoping Plan) in December 2008, as the state's overarching plan for addressing climate change. The Scoping Plan outlines measures to meet the required GHG reductions by 2020 and sets out an implementation timeline for GHG reduction strategies. In order to meet the goals of AB 32, California must reduce its GHG emissions by 30% below projected 2020 business as usual emissions levels, or about 15% from 2008 levels.[36] The Scoping Plan estimates a reduction of 174 million MMT CO_2E (about 191 million U.S. tons) from the

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33 BAAQMD (Bay Area Air Quality Management District). 2010. "Source Inventory of Bay Area Greenhouse Gas Emissions: Base Year 2007." Updated February 2010. Accessed November 12, 2015. http://www.baaqmd.gov/~/media/Files/Planning%20and%20Research/Emission%20Inventory/regionalinventory2007_2_10.ashx.

34 BAAQMD (Bay Area Air Quality Management District). 2010 "Source Inventory of Bay Area Greenhouse Gas Emissions: Base Year 2007/" Updated February 2010. Accessed November 12, 2015. http://www.baaqmd.gov/~/media/Files/Planning%20and%20Research/Emission%20Inventory/regionalinventory2007_2_10.ashx.

35 Governor's Office of Planning and Research. 2008. *CEQA and Climate Change: Addressing Climate Change through California Environmental Quality Act (CEQA) Review*. Technical Advisory. June 19, 2008. Accessed November 13, 2015. http://opr.ca.gov/docs/ june08-ceqa.pdf.

36 CARB (California Air Resources Board). 2010. "California's Climate Plan: Fact Sheet." September 25, 2010. Accessed November 13, 2015. http://www.arb.ca.gov/cc/cleanenergy/clean_fs2.pdf.

transportation, energy, agriculture, forestry, and high global warming potential sectors, as summarized in Table 3.[37]

Table 3
Greenhouse Gas Reductions by Sector from the AB 32 Scoping Plan

Sector	GHG Reductions ($MMT CO_2E$)
Transportation Sector	62.3
Electricity and Natural Gas	49.7
Industry	1.4
Landfill Methane Control Measure (Discrete Early Action)	1
Forestry	5
High Global Warming Potential GHGs	20.2
Additional Reductions Needed to Achieve the GHG Cap	34.4
Total	**174**
Other Sectors/Recommended Measures	
Government Operations	1–2
Agriculture – Methane Capture at Large Dairies	1
Water	4.8
Green Buildings	26
• High Recycling/Zero Waste • Commercial Recycling • Composting • Anaerobic Digestion • Extended Producer Responsibility • Environmentally Preferable Purchasing	9
Total	**41.8–42.8**

The AB 32 Scoping Plan recommendations are intended to curb projected business-as-usual growth in GHG emissions and reduce those emissions to 1990 levels. Meeting the reduction goals of the Scoping Plan would result in an overall annual net decrease in GHGs relative to current levels, accounting for projected increases in emissions resulting from anticipated growth.[38]

In addition, SB 375 was implemented to reduce carbon emissions by aligning local land use and transportation planning to further achieve the state's GHG reduction goals. SB 375 requires Metropolitan Planning Organizations to incorporate a "sustainable

[37] CARB (California Air Resources Board). 2013. "Assembly Bill 32: Global Warming Solutions Act." Accessed November 13, 2015. http://www.arb.ca.gov/cc/ab32/ab32.htm/.

[38] The AB 32 Scoping Plan is currently undergoing an update, as required by the legislation. A discussion draft was released on October 1, 2013. CARB is in the process of holding hearings to consider adoption of the final plan.

communities strategy" in regional transportation plans to achieve GHG emission reduction targets set by CARB. The Bay Area Metropolitan Transportation Commission's *2013 Regional Transportation Plan, Plan Bay Area, Strategy for a Sustainable Region*, was adopted on July 18, 2013, and is the first plan subject to SB 375.[39]

In conformance with AB 32, CARB has identified a GHG reduction target of 15% from current levels for local governments, noting that successful implementation of the Scoping Plan relies on local governments' land use planning and urban growth decisions because local governments have the primary authority to plan, zone, approve, and permit land development to accommodate population growth and the changing needs of their jurisdictions.[40] The BAAQMD conducted an analysis of the actions outlined in the Scoping Plan and determined that in order for the Bay Area to meet the GHG reduction goals, the region would need to achieve an additional 2.3% reduction in GHG emissions from the land use sector.[41]

The BAAQMD is the primary agency responsible for air quality in the nine-county San Francisco Bay Area air basin. The BAAQMD recommends that local agencies adopt a Greenhouse Gas Reduction Strategy consistent with the goals of AB 32 and that significance of GHG emissions from a project be based on the degree to which that project complies with a Greenhouse Gas Reduction Strategy. As described below, this recommendation is consistent with the approach to analyzing GHG emissions outlined in the CEQA Guidelines.

At a local level, the City of San Francisco has developed a number of plans and programs to reduce the City's contribution to global climate change. San Francisco's 2008 Greenhouse Gas Reduction Ordinance required that by 2008, the City determine its GHG emissions for the year 1990, the baseline level with reference to which target reductions are set; by 2017, reduce GHG emissions by 25% below 1990 levels; by 2025, reduce GHG emissions by 40% below 1990 levels; and finally by 2050, reduce GHG emissions by 80% below 1990 levels. San Francisco's Strategies to Address Greenhouse Gas Emissions (Greenhouse Gas Reduction Strategy) documents the City's actions to pursue cleaner energy, energy conservation, alternative transportation, and solid waste reduction. As identified in the Greenhouse Gas Reduction Strategy, the City has implemented a number of mandatory requirements and incentives that have

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[39] ABAG and MTC (Association of Bay Area Governments and Metropolitan Transportation Commission). 2013. *Draft Bay Area Plan, Strategy for a Sustainable Region.* March 2013. Accessed November 13, 2013.http://www.mtc.ca.gov/planning/plan_bay_area/.

[40] CARB (California Air Resources Board). 2008. *Climate Change Scoping Plan: A Framework for Change*, December 2008. http://www.arb.ca.gov/cc/scopingplan/document/ scopingplandocument.htm.

[41] BAAQMD (Bay Area Air Quality Management District). 2009. *California Environmental Quality Act, Proposed Thresholds of Significance*. December 7, 2009. Accessed November 13, 2013. http://www.baaqmd.gov/~/media/Files/Planning%20and%20Research/CEQA/Draft%20BAAQMD%20CEQA%20 Guidelines_Dec%207%202009.ashx?la=en.

measurably reduced GHG emissions, including, but not limited to, increasing the energy efficiency of new and existing buildings, installation of solar panels on building roofs, implementation of a green building strategy, adoption of a zero waste strategy, a construction and demolition debris recovery ordinance, a solar energy generation subsidy, incorporation of alternative fuel vehicles in the City's transportation fleet (including buses), and a mandatory recycling and composting ordinance. The strategy also identifies 42 specific regulations for new development that would reduce a project's GHG emissions.

San Francisco's policies and programs have resulted in a reduction in GHG emissions below 1990 levels of approximately 6.15 MMT CO_2E. A recent third-party verification of the City's 2010 community-wide and municipal emissions inventory confirmed that San Francisco reduced its GHG emissions to 5.26 MMT CO_2E, representing a 14.5% reduction in GHG emissions below 1990 levels, which exceeds the statewide AB 32 GHG reduction goals.[42]

The potential for a project to result in significant GHG emissions that contribute to the cumulative effects of global climate change is determined by an assessment of the project's compliance with local and state plans, policies, and regulations adopted for the purpose of reducing the cumulative effects of climate change. GHG emissions are analyzed in the context of their contribution to the cumulative effects of climate change because a single land use project could not generate enough GHG emissions to noticeably change the global average temperature. Sections 15064.4 and 15183.5 of the CEQA Guidelines address the analysis and determination of significant impacts from a proposed project's GHG emissions.

Section 15183.5 of the CEQA Guidelines allows public agencies to analyze and mitigate GHG emissions as part of a larger plan for the reduction of GHG and describes the required contents of such a plan. As discussed above, San Francisco has prepared its own Greenhouse Gas Reduction Strategy and reduced community-wide GHG emissions to below 1990 levels, meeting GHG reduction goals outlined in AB 32. The City is also well on its way to meeting the long-term GHG reduction goal of reducing emissions 80% below 1990 levels by 2050. Chapter 1 of the Greenhouse Gas Reduction Strategy describes how the strategy meets the requirements of CEQA Guidelines Section 15183.5. The BAAQMD has reviewed San Francisco's Greenhouse Gas Reduction Strategy, concluding that "aggressive GHG reduction targets and comprehensive strategies like

[42] San Francisco Department of the Environment. 2010. 2010 Community Greenhouse Gas Inventory 3rd Party Verification Memo. April 2012. Accessed January 20, 2017. https://sfenvironment.org/sites/default/files/fliers/files/icf_memo_to_sfe_-_2010_community-wide_ghg_inventory_-_4.10.2012.pdf.

San Francisco's help the Bay Area move toward reaching the state's AB 32 goals, and also serve as a model from which other communities can learn."[43]

Factors to be considered in making a significance determination in accordance with CEQA Guidelines Section 15064.4(b), include: (1) the extent to which GHG emissions would increase or decrease as a result of the proposed project, (2) whether or not a proposed project exceeds a threshold that the lead agency determines applies to the project, and (3) demonstrating compliance with plans and regulations adopted for the purpose of reducing or mitigating GHG emissions.

The GHG analysis provided below includes a qualitative assessment of GHG emissions that would result from the proposed project, including emissions from an increase in vehicle trips, natural gas combustion, and/or electricity use among other things. Consistent with the CEQA Guidelines and BAAQMD recommendations for analyzing GHG emissions, the significance of GHG emissions generated during project construction and operation is based on whether the project complies with the City's Greenhouse Gas Reduction Strategy, and associated policies, programs, and regulations, including specific regulations that address the reduction of GHG emissions. Projects that comply with the Greenhouse Gas Reduction Strategy would not result in a substantial increase in GHGs, since the City has shown that overall community-wide GHGs have decreased and the City has met AB 32 GHG reduction targets. Consequently, such projects would not be considered to result in a significant cumulative impact from GHG emissions. Individual project compliance with the City's Greenhouse Gas Reduction Strategy is demonstrated by completion of the Compliance Checklist for Greenhouse Gas Analysis.[44]

In summary, the two applicable GHG reduction plans, the AB 32 Scoping Plan and the Greenhouse Gas Reduction Strategy, are intended to reduce GHG emissions below current levels. Given that the City's local GHG reduction targets are more aggressive than the state's 2020 GHG reduction targets and consistent with the long-term 2050 reduction targets, the City's Greenhouse Gas Reduction Strategy is consistent with the goals of AB 32. Therefore, proposed projects that are consistent with the Greenhouse Gas Reduction Strategy would be consistent with the goals of AB 32, would not conflict with either plan, and would therefore not exceed the applicable GHG threshold of significance. Furthermore, a locally compliant project would not result in a substantial increase in GHGs because, as demonstrated in the GHG Reduction Strategy, San Francisco's policies have resulted in a measurable reduction in GHGs, to 14.4% below 1990 levels.

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[43] Letter from Jean Roggenkamp, BAAQMID, to Bill Wycko, San Francisco Planning Department. October 28, 2010. This letter is available online at: http://www.stplanning.org/index.aspx?page=1570 . Accessed November 12, 2010.

[44] San Francisco Planning Department. 2016. Compliance Checklist for Greenhouse Gas Analysis: Table 2. Municipal Projects, 1530 5th Avenue Project. December 22, 2016.

The following analysis of the proposed project's impact on climate change focuses on the project's contribution to cumulatively significant GHG emissions. Because no individual project could emit GHGs at a level that could result in a significant impact on the global climate, this analysis is in a cumulative context, and this section does not include an individual project-specific impact statement.

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

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

The proposed project would increase the intensity of use of the site by adding 359 net new residential units and 166 net new parking spaces. Therefore, the proposed project would contribute to annual long-term increases in GHGs as a result of increased vehicle trips (mobile sources) and residential operations that result in an increase in energy use, water use, wastewater treatment, and solid waste disposal. Construction activities would also result in temporary increases in GHG emissions.

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

Compliance with the City's Transportation Sustainability Fee, bicycle parking requirements, low-emission car parking requirements, and car sharing requirements would reduce the proposed project's transportation-related emissions. These regulations reduce GHG emissions from single-occupancy vehicles by promoting the use of alternative transportation modes with zero or lower GHG emissions on a per-capita basis. The proposed project would also include the increased use of public transit as an alternative to driving because of the site's proximately to public transit.

The proposed project would be required to comply with the energy efficiency requirements of the City's Green Building Code, Stormwater Management Ordinance, and water conservation and irrigation ordinances, which would promote energy and water efficiency, thereby reducing the proposed project's energy-related GHG emissions.[45]

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

Additionally, the project would be required to meet the renewable energy criteria of the Green Building Code, further reducing the project's energy-related GHG emissions.

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

Compliance with the City's Street Tree Planting requirements would serve to increase carbon sequestration. Other regulations, including the Diesel Backup Generators Ordinance and the Wood Burning Fireplace Ordinance would reduce emissions of GHGs and black carbon, respectively. Regulations requiring low-emitting finishes would reduce VOCs.[46] Thus, the proposed project was determined to be consistent with San Francisco's GHG reduction strategy.[47]

The project sponsor is required to comply with these regulations, which have proven effective as San Francisco's GHG emissions have measurably decreased when compared to 1990 emissions levels, demonstrating that the City has met and exceeded EO S-3-05, AB 32, and the *Bay Area 2010 Clean Air Plan* GHG reduction goals for the year 2020. Other existing regulations, such as those implemented through AB 32, will continue to reduce a proposed project's contribution to climate change. In addition, San Francisco's local GHG reduction targets are consistent with the long-term GHG reduction goals of EO S-3-05, EO B-30-15, SB 32, and the *Bay Area 2010 Clean Air Plan.* Therefore, because the proposed projects is consistent with the City's GHG reduction strategy, it is also consistent with the GHG reduction goals of EO S-3-05, EO B-30-15, SB 32, and the *Bay Area 2010 Clean Air Plan*, would not conflict with these plans, and would therefore not exceed San Francisco's applicable GHG threshold of significance. As such, the proposed project would result in a less-than-significant impact with respect to GHG emissions. No mitigation measures are necessary.

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[46] While not a GHG, VOCs are precursor pollutants that form ground-level ozone. Increased ground-level ozone is an anticipated effect of future global warming that would result in added health effects locally. Reducing VOC emissions would reduce the anticipated local effects of global warming.

[47] San Francisco Planning Department. 2016. Compliance Checklist for Greenhouse Gas Analysis: Table 2. Municipal Projects, 1530 5th Avenue Project. December 22, 2016..

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact	Not Applicable
8. WIND AND SHADOW—Would the project:					
a) Alter wind in a manner that substantially affects public areas?	☐	☐	☒	☐	☐
b) Create new shadow in a manner that substantially affects outdoor recreation facilities or other public areas?	☐	☐	☒	☐	☐

Impact WS-1: The project would not alter wind in a manner that substantially affects public areas. (Less than Significant)

The San Francisco Planning Code Section 148, Reduction of Ground-level Wind Currents in Downtown Commercial (C-3) District, specifically outlines wind reduction criteria for the C-3 District. The project site is located outside the C-3 District that is subject to Planning Code Section 148; however, these criteria can and have been applied as a guideline to other areas, such as the project site. Pursuant to Section 148, wind speeds that exceed 26 miles per hour (mph) for more than one hour of any year are deemed hazardous. The 26-mph standard accounts for short-term wind observations at 36 mph as equivalent to the frequency of an hourly averaged wind of 26 mph. Winds over 34 mph make it difficult for a person to maintain balance, and gusts can blow a person over. The wind hazard criterion (specifically, the potential for the project to create new locations where the wind hazard criteria is exceeded) is used to determine whether a project would have a significant wind impact.

A pedestrian wind assessment was prepared by a qualified wind consultant for the proposed project to provide an evaluation of the potential pedestrian wind conditions on and around the project site with project implementation.[48] The Wind Assessment found that, although the sizes and volumes of the proposed buildings would be larger than those of the existing buildings, the proposed structures would, nevertheless, be relatively small in comparison to Mount Sutro, which is the dominant factor for the local wind climate. The Wind Assessment noted that low wind speeds are expected on and around the existing site. The Wind Assessment further concluded that, with project implementation, the wind conditions would be similar to existing conditions and, thus, would not significantly impact pedestrian areas such as entrances, sidewalks, and outdoor plazas.

As concluded in the Wind Assessment, future wind conditions (with project implementation) would not be expected to exceed the wind hazard criterion and thus are unlikely to alter wind in a manner that would result in noticeable increases of

[48] Rowan Williams Davies & Irwin Inc. 2016. *Pedestrian Wind Conditions – Letter of Opinion.* Prepared for 1530 5th Avenue Project. April 2016.

pedestrian-level winds. The Wind Assessment also noted that the design of the expansive lobbies, direction of the building entrances, and recessed doorways, as proposed, would further improve wind comfort for pedestrians. Based on the above, the proposed project would have a less-than-significant impact with respect to wind.

Impact WS-2: The project would not create new shadow in a manner that substantially affects outdoor recreation facilities or other public areas. (Less than Significant)

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. The proposed project would develop six buildings, each of which would be 40 feet in height. Permitted rooftop elements and mechanical equipment would be allowed to extend an additional 10 feet in height above the roof. Thus, the proposed project is not subject to Planning Code Section 295.

The nearest public open space, the Mount Sutro Open Space Reserve, is at a substantially higher elevation than the project site and, given this difference in topography and its relative location to the project site, would not be affected by shadows created by the proposed project. There are two community gardens southwest of the project site along 7th Avenue: Garden for the Environment is north of Warren Drive and 7th Avenue, and White Crane Spring Community Garden is south of Warren Drive and 7th Avenue (see Figure 2, p. 4). A shadow screening prepared for the proposed project demonstrates that at no time of the year would the proposed buildings shadow either of the two community gardens.[49]

The proposed project would shade portions of 5th Avenue, sidewalks, and private property at various times of the year. Shadows upon streets and sidewalks would not exceed levels commonly expected in urban areas and would be considered a less-than-significant impact under CEQA. The office uses and residences on the corner of 5th Avenue and Kirkham Street would be affected by extended shadows during the summer solstice and in December. Although occupants of these buildings 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. Based on the discussion above, the proposed project would not create new shadow in a manner that substantially affects outdoor recreation facilities or other public areas, and this impact would be less than significant.

[49] Van Meter Williams Pollack. "The Kirkham Project - Shadow Study." June 20, 2016

Impact C-WS-1: The proposed project, in combination with past, present, and reasonably foreseeable future projects in the site vicinity, would not result in cumulatively considerable contributions to significant cumulative impacts related to wind. (Less than Significant)

The proposed project, in combination with the UCSF LRDP 2014 and the SF Overlook project, would not cause significant cumulative impacts related to wind. As discussed in the SF Overlook Project EIR, that project site is exposed to prevailing winds and has no shelter from existing buildings or terrain itself, but would have little potential to accelerate wind speeds beyond the project site boundaries.[50] Similarly, as discussed in UCSF's LRDP, the implementation of the LRDP would not result in cumulatively considerable impacts related to wind at the Parnassus campus.[51] Given the alignment of Parnassus Avenue and the wall of high-rise buildings along its south side, the winds over the campus site will follow Parnassus Avenue or a parallel street. The proposed demolition of the Langley Porter Psychiatric Institute will potentially improve wind conditions. The wind effects of demolishing the other nine buildings would be minimal as they are not located in a wind-sensitive area of the campus.

Based on the environmental review documents prepared for these projects, both the SF Overlook project and the UCSF LRDP 2014 are expected to improve wind speeds in the vicinity of their projects. They are not expected to direct wind towards the proposed project. Furthermore, the distance between the three projects and the changes in elevation between the three project sites would preclude the combining of wind impacts from these two cumulative projects with those of the proposed project in a way that could result in a cumulative wind impact. Because no cumulative wind impact is expected to occur, the project's contribution to such an impact does not need to be further assessed.

Impact C-WS-2: The proposed project, in combination with past, present, and reasonably foreseeable future projects in the site vicinity, would not result in cumulatively considerable contributions to significant cumulative impacts related to shadow. (Less than Significant)

The proposed project, in combination with the UCSF LRDP 2014 and the SF Overlook project would not cause significant cumulative impacts related to shadow.

The SF Overlook project would be approximately 150 feet away from the nearest public open space, the UCSF Mount Sutro Open Space Reserve. The Reserve is also at a higher elevation, and hence, would not be affected by the shadows created by the 1530 5th Avenue proposed project. The shadows created by the SF Overlook project would not

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[50] San Francisco Planning Department. 2012. *Environmental Impact Report for San Francisco Overlook Development Residential Project*. Draft. SCH no. 2003122131. June 2012.

[51] UCSF (University of California, San Francisco). 2014. *Environmental Impact Report for UCSF Long-Range Development Plan*. SCH no. 2013092047. November 2014.

exceed levels expected in urban areas and would not affect any Proposition K-protected public parks or open spaces. The UCSF LRDP noted the only activities to have potential effects regarding shadow would be the proposed demolition of eight existing buildings and construction of the New Hospital Addition. The distance and changes in elevation between these three projects would preclude the shadows cast by them to combine in a way that could create a cumulative impact. Therefore, the cumulative impacts related to shadow would be less than significant.

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

Impact RE-1: The proposed project would not increase use of existing neighborhood parks and regional parks or other recreation facilities such that substantial physical deterioration or physical degradation of existing recreational resources would occur or be accelerated. (Less then Significant)

The *San Francisco General Plan* Recreation and Open Space Element maps the City's various open space and recreational resources (Maps 4a–4c), population densities of children and youth, seniors, and low-income households (Maps 5b–5d), and high needs areas for priority acquisition (Map 7).[52] As shown on Maps 4a–4c of the Recreation and Open Space Element, the project site is located within 0.5 mile of active use/sports fields and passive use/tranquil spaces, but is not located within 0.25 mile of a playground. Nearby open spaces parks and other recreational facilities (within one mile of the project site) include:

- Mount Sutro Open Space Preserve, a 61-acre ecological reserve with hiking trails, located less than one mile away;

[52] San Francisco Planning Department. 2014. *Recreation and Open Space: An Element of the San Francisco General Plan*, Maps 4–7. April 2014. Accessed December 15, 2015. http://www.sfplanning.org/ftp/General_Plan/Recreation_OpenSpace_Element_ADOPTED.pdf.

- Golden Gate Park, a 1,017-acre park with soccer and polo fields, tennis courts, Kezar Stadium, numerous museums, etc., located 0.4 mile away at the Lincoln & 5th Avenue entrance;
- JP Murphy Playground, a large play structure with a grassy area, three tennis courts, and a basketball court, located 0.9 mile away at 1960 9th Avenue;
- Grattan Playground, a small play structure with one tennis and basketball court, located 0.9 mile away at 201 Alma Street;
- Grand View Park, an elevated park with hiking trails that offer views of the city and ocean, located one mile away at 14th Avenue and Moraga Street; and
- Rocky Outcrop Park, a small grassy area, located one mile away at Ortega and 14th Streets.

As discussed in Impact PH-1 of Population and Housing, the proposed project would add approximately 944 residents to the project site. This would be an approximately 18% increase over the reported 2014 population within Census Tract 301.2 of 5,229 residents and an approximately 0.42% increase over the reported 2015 citywide population of 864,816 residents.

The Recreation and Open Space Element of the General Plan notes that a "half mile is commonly accepted as a distance that can be comfortably walked in 10 minutes, and as a distance most people are willing to walk to access community uses."[53] Mount Sutro Open Space Preserve and Golden Gate Park are the only parks and recreation areas that fall within a half mile. However, given that these two parks are some of the largest in the city and given that there are six other parks within one mile of the project site, additional use of nearby recreational resources would not be in excess of amounts expected, provided for, or planned for in the project area and the city as a whole. The proposed project, which would add approximately 944 new residents to the project site, would not be expected to substantially increase demand for or use of the parks and recreational facilities described above such that substantial physical deterioration would be expected. Open space proposed by the project would reduce the use by project residences on surrounding passive open spaces. Based on the above, the proposed project would have a less-than-significant impact on recreational facilities and resources.

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

The proposed project does not include development of formal parks or recreational space. The project would include approximately 23,700 square feet of private open space and approximately 33,700 square feet of open space available for public use, for a total of

[53] San Francisco Planning Department. 2014. *Recreation and Open Space: An Element of the San Francisco General Plan*. Adopted April 2014. http://www.sf-planning.org/ftp/General_Plan/Recreation_OpenSpace_Element_ADOPTED.pdf.

approximately 57,400 square feet of open space. Public and private open space areas would include the proposed public plazas, landscaped courtyards, gardens, and private rooftop decks. The addition of public and private open spaces associated with the proposed project would partly serve the demand for open space generated by additional residents. The additional 944 residents would not be expected to necessitate the construction or expansion of recreational facilities that might have an adverse physical effect on the environment and this impact would be less than significant.

Impact RE-3: The proposed project would not physically degrade existing recreational resources, nor would it include or result in the need for the expansion or construction of recreational facilities beyond those included in the proposed project. (Less than Significant)

According to Maps 5b and 5c of the Recreation and Open Space Element, the project site is not located in an area that exhibits higher population densities of children and youth households relative to the city as a whole. These populations are, in general, more likely to use recreational space more often than the general population. Given the number of open space and recreational facilities in the project area (as discussed above), the demand for open space resulting from the addition of project residents would be adequately served by the surrounding open space and recreational facilities in addition to the proposed public and private open spaces on the project site. Therefore, the proposed project would not be expected to physically degrade any particular recreational facility or open space, nor would it result in the need to construct or expand recreational facilities. No mitigation measures are required.

Impact C-RE-1: The proposed project, in combination with other past, present, or reasonably foreseeable projects, would not contribute considerably to a significant impact on recreational resources leading to their physical deterioration or physical degradation, nor would it result in the construction or expansion of recreational facilities resulting in physical effects on the environment. (Less than Significant)

As discussed under Impact RE-2, the proposed project would add approximately 33,700 square feet of open space available for public use, including landscaped public terraces, gardens and promenades, landscaped stairways, and community gathering areas. As noted in Impact RE-2, the addition of open space available for public use would partly serve the demand generated by additional residents. Similarly, cumulative projects would also include Planning Code-required private and common open space to partially meet the demand for recreational resources from future residents.

The proposed project, in combination with the other nearby projects, would not cause a substantial cumulative increase use of neighborhood or city parks, because the cumulative population increase of approximately 1,624 people (as described in Population and Housing) would have a wide variety and number of recreational facilities to use. As discussed under RE-2, the proposed project would also not be expected to physically degrade any particular recreational facility or open space or result in the need to construct or expand recreational facilities. For these reasons, the

proposed project, in combination with other past, present, and reasonably foreseeable future projects, would not result in a cumulatively considerable recreation impact.

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact	Not Applicable
10. UTILITIES AND SERVICE SYSTEMS—Would the project:					
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☒	☐	☐
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐	☐
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐	☐
d) Have sufficient water supply available to serve the project from existing entitlements and resources, or require new or expanded water supply resources or entitlements?	☒	☐	☐	☐	☐
e) 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?	☐	☐	☒	☐	☐
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☒	☐	☐
g) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☒	☐	☐

Impact UT-1: The proposed project would not exceed the wastewater treatment requirements of the Regional Water Quality Control Board. (Less than Significant)

The project site is located in the North Westside groundwater basin and is served by the City's combined sanitary sewer and stormwater system. Discharges to federal and state waters in San Francisco are governed by two National Pollutant Discharge Elimination System (NPDES) permits: the 2008 Bayside Permit (NPDES Permit No. CA0037664) and the 2009 Oceanside Permit (NPDES Permit No. CA0037681). All wastewater and stormwater flows that emanate from the Westside basin are subject to the 2009 Oceanside Permit, issued and enforced by San Francisco Bay RWQCB. This permit specifies discharge prohibitions, dry-weather effluent limitations, land discharge specifications, receiving water limitations, and monitoring and reporting requirements

for the Oceanside Water Pollution Control Plant and Collection System including the Westside Wet Weather Facilities.

If wet-weather flows exceed the capacity of the overall system, the excess is discharged from one of the seven, near-shore combined sewer overflow discharge (CSOD) structures. The permit requires wet-weather overflows from CSODs to comply with technology-based requirements based on the U.S. Environmental Protection Agency's (USEPA) Combined Sewer Overflow Control Policy.[54] Project-generated wastewater and stormwater would flow into the City's combined stormwater/sewer system and would be treated to standards contained in the City's NPDES Permit for the Oceanside Water Pollution Control Plant prior to discharge into the Pacific Ocean.

Although the proposed project would likely increase wastewater flows compared to existing conditions due to an increase in the project site population, project-related wastewater and stormwater would flow to the City's combined stormwater/sewer system and would be treated to standards contained in the City's 2008 Bayside Permit. The San Francisco Public Utilities Commission's (SFPUC's) infrastructure capacity plans account for projected population and employment growth. The proposed units would be equipped with modern (non-leaking) water and wastewater facilities in kitchens and bathrooms designed for water conservation and reducing wastewater flows, as required by Title 24 of the California Code of Regulations and the San Francisco Green Building Ordinance. Compliance with these regulations would reduce wastewater flows and the amount of potable water used for building functions. The project would comply with NPDES, RWQCB, and USEPA regulations regarding wastewater treatment and therefore, would not result in an exceedance of any wastewater treatment requirements. The impact would be less than significant, and no mitigation measures are required.

Impact UT-2: The proposed project would not require or result in the construction of new or the expansion of existing water, wastewater treatment or stormwater drainage facilities; or result in a determination that the wastewater treatment provider has inadequate capacity to serve the project. (Less than Significant)

Wastewater and stormwater are transported and treated by the City's combined sanitary sewer and stormwater system. Implementation of the proposed project would incrementally increase wastewater flows from the project site due to the addition of approximately 944 residents. The proposed project would increase impervious surface areas from approximately 124,300 square feet to approximately 171,700 square feet (including reconfiguration of 5th Avenue). The *2016 Stormwater Management Requirements and Design Guidelines*, however, require the project to maintain or reduce

[54] San Francisco Bay RWQCB (Regional Water Quality Control Board) and USEPA (U.S. Environmental Protection Agency). 2009. NPDES Permit No. CA0037681. Issued August 12, 2009. Accessed December 17, 2015. http://www3.epa.gov/region9/water/npdes/pdf/ca/SF-Oceanside-order.pdf.

existing volume and rate of stormwater runoff discharged from the project site; consequently, stormwater flows would not be expected to increase.

As described in HY-1, the project sponsor would also be required to prepare a stormwater pollution prevention plan (SWPPP) prior to construction, which would be reviewed, approved, and enforced by the SFPUC. The SWPPP would specify best management practices and erosion and sedimentation control measures to reduce sediment-laden runoff from entering the City's combined stormwater/sewer system. The SWPPP also describes the pollution prevention practices and activities that will be implemented on the project site during construction. In accordance with the *2016 Stormwater Management Requirements and Design Guidelines,* which incorporate and implement the City's NPDES permit and minimum controls described in the USEPA Combined Sewer Overflow Control Policy, the project sponsor would also be required to prepare a Stormwater Control Plan (SCP) for long-term management of stormwater flows at the site. Any stormwater runoff from the project site would enter the City's combined stormwater/sewer system and would also be treated at the Oceanside Water Pollution Control Plant in accordance with the standards outlined in City's NPDES permit that covers the treatment plant.

In addition to these requirements, the proposed project would be subject to the City's water conservation and irrigation ordinances as described below:

- Landscape Irrigation – The project would be required to comply with San Francisco's Water Efficient Irrigation Ordinance, adopted as Chapter 63 of the San Francisco Administrative Code and the SFPUC Rules & Regulations Regarding Water Service to Customers. The project's landscape and irrigation plans shall be reviewed and approved by the SFPUC prior to installation.
- Water Fixture Efficiency – The project would be required to comply with the San Francisco Commercial or Residential Water Conservation Ordinance (San Francisco Building Code Chapter 13A and San Francisco Housing Code Chapters 12 and 12A). Additionally, Chapter 4 of the San Francisco Plumbing Code sets maximum flow rates for plumbing fixtures such as water closets, urinals, showerheads, and faucet aerators.
- On-site Non-potable Water – The project would be required to comply with San Francisco's Mandatory Use of Alternate Water Supplies in New Construction Ordinance, adopted as Chapter 12C of the San Francisco Health and Safety Code.
- Non-potable Water Use for Soil Compaction and Dust Control – City and County of San Francisco Ordinance 175-91 restricts the use of potable water for soil compaction and dust control activities undertaken in conjunction with any construction or demolition project occurring within the boundaries of San Francisco, unless permission is obtained from the SFPUC.

The proposed project would not exceed wastewater treatment requirements of the San Francisco Bay Area RWQCB, would not exceed the capacity of the wastewater treatment provider that would serve the project, and would not require the construction of new or

expansion of existing wastewater treatment or stormwater drainage facilities construction. This impact would be less than significant, and no mitigation measures are necessary.

Impact UT-3: The proposed project could have insufficient water supply available from existing entitlements and may require new or expanded water supply resources or entitlements. (Potentially Significant)

The proposed project would likely increase the demand for water, both for the proposed residential uses and landscaping. The project is undergoing a Water Supply Assessment (WSA) to evaluate the project's water demands, as mandated by the SFPUC. A WSA connects water supply and land use planning and reflects the growing awareness of the need to incorporate water supply and demand analysis at the early stages in the planning process. The analysis will examine whether available water supplies are sufficient to serve the demand generated by the project, as well as the reasonably foreseeable cumulative demand in the area over the next 20 years. This impact will be studied further in the EIR.

Impact UT-4: The proposed project would be served by a landfill with sufficient permitted capacity and would comply with federal, state, and local statutes and regulations related to solid waste. (Less than Significant)

Solid waste collection, recycling, and disposal services for residential and commercial garbage and recycling are provided through Recology and its subsidiaries San Francisco Recycling and Disposal, Golden Gate Disposal and Recycling, and Sunset Scavenger. The project site is served by Golden Gate Disposal and Recycling for weekly solid waste, recyclable, and compost pickup service.

The project would be required to comply with San Francisco's Mandatory Recycling and Composting Ordinance (No. 100-09), which requires all persons to separate recyclables, compost, and landfill trash and participate in recycling and composting programs. Residents of the proposed units would be required to sort solid waste into three bin categories: recyclables, compostable items such as food scraps and yard trimmings, and garbage. All materials would be transported to the San Francisco Solid Waste Transfer and Recycling Center located at 501 Tunnel Avenue. The three waste streams would then be sorted and bundled for transport to the appropriate composting, recycling, or landfill facilities.

Project-generated solid wastes that are not composted or recycled would be taken to the Hay Road Landfill in Solano County. The Hay Road Landfill is estimated to be able to continue operation until 2077 and has a remaining capacity of 74%.[55] According to reports filed by the San Francisco Department of the Environment, the City generated

[55] CalRecycle (California Department of Resources Recycling and Recovery). 2016. "Facility/Site Summary Details: Recology Hay Road (48-AA-0002)." Accessed August 17, 2016. http://www.calrecycle.ca.gov/SWFacilities/Directory/48-AA-0002/Detail/.

approximately 498,428 tons of waste material in 2014.[56] Currently San Francisco diverts 80% of its solid waste from landfills and has a goal of 100% solid waste diversion by 2020.[57] The most recent disposal rates (2014) showed San Francisco residents generated waste at an average of about 3.30 pounds/resident/day.[58]

The proposed project would add approximately 944 residents to the project site. Using the above estimate of 3.30 pounds/resident/day, the project would generate a daily increase in solid waste of approximately 3,115 pounds (1.56 tons) per day. The additional project-generated waste would be equivalent to approximately 0.015% of the daily permitted total throughput of about 11,150 tons per day to the Hay Road Landfill.[59] The Hay Road Landfill would therefore have sufficient capacity to accommodate waste generated as a result of the proposed project, and this impact would be less than significant. No mitigation measures are required.

The City and County of San Francisco has a Construction and Demolition Ordinance that requires maximum recycling and reuse of construction and demolition debris. Under this ordinance, demolition of an existing structure requires a waste diversion plan which provides for a minimum of 65% diversion from landfill of construction and demolition debris, including materials source separated for reuse or recycling. The project sponsor would develop this plan prior to demolition of the existing buildings. The San Francisco Green Building Code also requires certain projects (residential buildings of four stories in height or greater) to submit a Recovery Plan to the Department of the Environment demonstrating recovery or diversion of at least 75% of all demolition debris. Adherence to the waste diversion plan and the Recovery Plan would ensure that demolition impacts are less than significant. No mitigation measures are required.

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[56] CalRecycle (California Department of Resources Recycling and Recovery). 2015. Jurisdiction Disposal Tonnage Trend San Francisco 2014. Accessed December 16, 2015. http://www.calrecycle.ca.gov/LGCentral/Reports/Viewer.aspx?P=JurisdictionID%3d438%26BeginYear%3d2014%26EndYear%3d2015%26ReportName%3dARDRDisposalTonnageExternal%26ShowParameters%3dfalse%26AllowNullParameters%3dFalse.

[57] San Francisco Department of the Environment. 2015. "Zero Waste by 2020." Accessed December 16, 2015. http://www.sfenvironment.org/zero-waste/overview/zero-waste-by-2020.

[58] CalRecycle (California Department of Resources Recycling and Recovery). 2015. "Per Capita Disposal Trends, San Francisco 2014." Accessed December 16, 2015. http://www.calrecycle.ca.gov/LGCentral/Reports/Viewer.aspx?P=JurisdictionID%3d438%26BeginYear%2014%26EndYear%3d2015%26ReportName%3dARDRPopEmpTrendExternal%26ShowParameters%3dfalse%26AllowNullParameters%3dFalse.

[59] CalRecycle (California Department of Resources Recycling and Recovery). 2015. "Facility/Site Summary Details: Altamont Landfill and Resource Recovery (01-AA-0009)." Accessed December 16, 2015. http://www.calrecycle.ca.gov/SWFacilities/Directory/01-AA-0009/Detail/.

Impact C-UT-1: The proposed project, in combination with other past, present, or reasonably foreseeable future projects, could result in a considerable contribution to a significant impact on utilities and service systems. (Potentially Significant)

Reasonably foreseeable cumulative projects in the project area and elsewhere in the city would incrementally increase demand on citywide utilities and service systems. Given that the City's existing service and management plans address anticipated growth in the region and that this cumulative growth is accounted for in these plans, the proposed project's contribution to anticipated utilities service demands would not be considerable. Combined with other foreseeable projects, it would not generate water or wastewater demand in such a manner as to require the acquisition of new water rights, or the construction of new or upgraded storage, treatment, or conveyance facilities, the construction of any of which may result in a significant effect on the environment. However, as discussed under Impact UT-3 above, the project is undergoing a WSA to evaluate the project's water demands and the EIR will examine whether available water supplies are sufficient to serve the demand generated by the project; thus, the project's cumulative impacts with respect to water supply are considered potentially significant for the purposes of this Initial Study.

Topics:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less-Than-Significant Impact*	*No Impact*	*Not Applicable*
11. PUBLIC SERVICES—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?	☒	☐	☐	☐	☐

Impact PS-1: The proposed project would not result in substantial adverse physical impacts associated with the provision of fire protection, police protection, schools, and library services in order to maintain acceptable service ratios, response times, or other performance objectives. (Potentially Significant)

Fire Protection and Emergency Medical Services

Fire suppression services and emergency medical services (EMS) are provided by the San Francisco Fire Department (SFFD), headquartered on 698 Second Street. SFFD

handled 120,718 calls for service in 2013 with 92,875 being for EMS services and 27,843 for fire suppression services.[60]

The SFFD has 43 stations located throughout the city and three additional stations located at the San Francisco International Airport. The stations are divided into two divisions and ten battalions. The project site is located within the Emergency Response District of Battalion 08.[61] The nearest Battalion 08 station to the project site is Station 20, located approximately 0.65 mile generally south of the project site at 285 Olympia Way. Other stations in the project vicinity include Station 12 located approximately 0.53 mile northeast at 1145 Stanyan Street (Battalion 07), Station 22 located approximately 0.74 mile northwest at 1290 16th Avenue (Battalion 07), and Station 24 located approximately 1.19 miles southeast at 100 Hoffman Street (Battalion 06).[62]

SFFD handled 120,718 calls for service in 2013 with 92,875 being for EMS services and 27,843 for fire suppression services. The project would add approximately 944 new residents to the project area. This would constitute an 18% increase from the existing residential population of 5,229 people for Census Tract 301.2 as reported in the 2010 U.S. Census. The additional population resulting from the proposed project could increase the number of fire suppression and EMS calls received from the project area. The increasing population of the City of San Francisco is associated with an increase in demand for fire suppression and EMS services. Since the growth related to the proposed project is within the planned citywide growth (refer to Section E.3 Population and Housing), the project would have a less-than-significant impact on fire prevention services.

To ensure adequate fire suppression reliability and capacity, the project sponsor may be required to include one or more of the following: two sources of water delivery (connections to two separate water mains), Auxiliary Water Supply System high-pressure distribution piping, Auxiliary Water Supply System cistern, and/or Potable Water Supply System equipment. The proposed reconfiguration of 5th Avenue would follow SFFD's requirements for emergency access. The proposed project would exceed the City's Better Streets Program's recommended 20-foot-wide street and enlarge it to 26 feet to ensure fire department access to the site and buildings. The proposed design would also accommodate the truck turning movements. The elevation at the upper end of the street would be approximately 28 feet lower than the existing upper street

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60 San Francisco Budget and Legislative Analyst. 2014. "Performance Audit of Emergency Medical Services Resources at the San Francisco Fire Department." Prepared for the City and County of San Francisco. June 10, 2014. Accessed December 16, 2015. http://www.sfbos.org/Modules/ShowDocument.aspx?documentid=49337.

61 San Francisco Department of Emergency Management. 2015. "Emergency Support Function #4: Firefighting Annex Figure 2-1." Accessed December 17, 2015. http://www.sfdem.org/modules/ShowDocument.aspx?documentid=25.

62 San Francisco Fire Department. 2015. "SFFD Fire Station Locations." Accessed December 16, 2015. http://sf-fire.org/sites/default/files/FileCenter/Documents/1975-Station%20Location%20Map%20-%20w%20FS51.pdf.

elevation. Furthermore, existing street grades of up to 27% would be lowered to 22% grade. Additionally, the buildings on site would comply with San Francisco building and fire codes, which establish requirements for fire safety and fire prevention. The project would also include required fire-fighting infrastructure, such as hydrants and standpipes, pursuant to the San Francisco Building and Fire Codes.

At the time the initial applications were submitted, the proposed 22% slope was allowed by the 2010 San Francisco Fire Code, Section 5.01. However, recently adopted 2015 San Francisco Subdivision Regulations now require a maximum street slope of 17% "except as an exception and under unusual conditions." The project sponsor is seeking an exception to allow the proposed 22% slope, due to the site location, size, shape, topography, and existing on-site street slopes. This issue will be further studied in the EIR.

Police Protection Services

Police protection services for the City and County of San Francisco are provided by the San Francisco Police Department (SFPD), headquartered at 850 Bryant Street. The City is divided into two divisions, Metro and Golden Gate, and each division is divided into five districts. The project area falls within the Park district and the district station is located at 1899 Waller Street, approximately 0.63 mile northeast of the project site.[63] The Park Police District serves Alamo Square, Cole Valley, Haight Street, the Western Addition, Twin Peaks, and the Duboce and Castro areas.[64] The Park Police District currently serves a population of approximately 67,000 people, representing 7.7% of the citywide population.[65]

The project would add approximately 944 new residents to the project area, which could increase the need for police services. The maximum increase of residents resulting from the proposed project would represent approximately 1.4% of the population of the Park Police District. As detailed in the *San Francisco Police Department District Station Boundaries Analysis,* the SFPD is taking steps to address areas where police services are most needed. The incremental increase in population resulting from the proposed project would fall within the projected population increase for the Park Police District and would be adequately served by the existing personnel and no new police-related facilities would be needed.

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63 San Francisco Police Department. 2015. "City and County of San Francisco Streets and Police Districts." Accessed December 16, 2015. http://sf-police.org/Modules/ShowDocument.aspx?documentid=27484.

64 SFPD (San Francisco Police Department). 2015. "Park Station." Accessed December 16, 2015. http://sanfranciscopolice.org/index.aspx?page=832.

65 SFPD (San Francisco Police Department). 2014. *Annual Report.* Accessed October 12, 2016. http://sanfranciscopolice.org/annual-reports.

Schools

The San Francisco Unified School District (SFUSD) contains a total of 104 schools plus 16 transitional kindergarten sites for a total 2015 enrollment of 53,095 students.[66] SFUSD schools consist of 64 elementary schools (K–5), 13 middle schools (6–8), 18 high schools (9–12) and nine alternatively configured schools. The project site falls within the attendance area of Clarendon Elementary School located 0.51 mile generally south of the project site at 500 Clarendon Avenue.[67] A citywide elementary school, Alice Fong Yu Alternative School (K–8), is located approximately 0.46 mile west of the project site at 1541 12th Avenue. Additional schools within one mile of the project area include another citywide elementary school, Rooftop (5–8), located at 500 Corbett Avenue. Students who attend Clarendon Elementary School will subsequently attend Presidio Middle School. Presidio Middle School, located at 450 30th Avenue, is fed by students of Alamo, Argonne, Clarendon, Lafayette and Park elementary schools. Students may apply to any of the 15 high schools throughout the city. The nearest high school to the project site is Asawa San Francisco School of the Arts located approximately 1.2 miles southeast at 555 Portal Drive.

There are both attendance area and citywide schools in the SFUSD school district. Starting in elementary school, students can choose between the two and list their preferred choices on the application. There are a number of tie-breakers used to help place students in a requested school when the number of requests for a school exceeds spaces available. In elementary school, these tie-breakers include siblings, attendance area and attending a SFUSD Pre K, test score area, etc.

Implementation of the proposed project would add 359 net new market rate residential units, which could increase the demand for schools by approximately 18 students based on a student generation rate of 0.05 students per market rate unit.[68] Of the 359 net new units, 13% of them would be below market rate units. These 47 below market rate units would generate about 12 students to the SFUSD population based on a student generation rate of 0.25 student per below market rate unit. Therefore, approximately 30 students would be added to the SFUSD population. The SFUSD maintains a property

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66 SFUSD (San Francisco Unified School District). 2015. "School Site List and Summary." October 7, 2015. Accessed December 16, 2015. http://web.sfusd.edu/Services/research_public/rpa_student_enrollment/SFUSD%20School%20Site%20List%20and%20Summary-%20Student%20Enrollment%20[Most%20Current].pdf.

67 SFUSD (San Francisco Unified School District). 2010. "Final Recommendations for Elementary Attendance Areas Map." September 2010. Accessed December 16, 2015. http://www.sfusd.edu/en/assets/sfusd-staff/enroll/files/final-elementary-attendance-areas-map.pdf.

68 San Francisco Planning Department. 2012. *Transit Center District Plan and Transit Tower Final Environmental Impact Report,* p. 548. Case No. 2007.0558E and 2008.0789E. May 24, 2012.

and building portfolio that has a student capacity for over 90,000 students.[69] Thus, even with increasing enrollment, SFUSD facilities throughout the City are underutilized. An increase in students associated with the proposed project would not substantially change the demand for schools, nor would it result in the need for new facilities.

Impacts to school facilities in San Francisco are mitigated through the Leroy F. Greene School Facilities Act of 1998, or SB 50. SB 50 prevents local agencies from denying land use approvals based on inadequate public school facilities but permits the levying of developer fees to address local school facility needs resulting from new development. Impact fees are collected by the SFUSD for all construction and building permits issued within the City and County of San Francisco. For the 2013/2014 fiscal year the School Facilities Impact Fee amount was $2.42 per square foot of assessable space for residential development.[70] Through the payment of the School Facilities Impact Fees, project impacts on SFUSD facilities and demand for services would be considered less than significant. No mitigation measures are required.

Libraries

Library services are provided by the San Francisco Public Library, which operates a main branch at 100 Larkin Street and 27 other neighborhood branches throughout San Francisco. Library branches within the vicinity of the project site include the Sunset branch at 1305 18th Avenue (0.85 mile northeast), the West Portal branch at 190 Lenox Way (1.3 miles generally south), and the Noe Valley branch at 451 Jersey Street (1.58 miles southeast).

In 2007, residents of San Francisco voted to renew the Library Preservation Fund that was originally created in 1994. The City is required to maintain funding for San Francisco Public Library at a level no lower than the amount it spent during the 1992–1993 fiscal year. In November 2000 a bond measure was passed called the Branch Library Improvement Fund, which provided $106 million in funding to upgrade and improve San Francisco's branch library system.[71] The proposed project would introduce approximately 944 residents into the neighborhood. The branch libraries near the project site would be able to meet the incremental increase in demand for library services resulting from implementation of the proposed project. The project would not require the construction of additional facilities or expansion of existing facilities beyond those

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[69] SFUSD (San Francisco Unified School District). San Francisco Unified School District Capital Plan 2010-2019. pp. 24–25. Accessed October 10, 2016. http://www.sfusd.edu/en/assets/sfusd-staff/about-SFUSD/files/capital-plan-final-2010-2019.pdf.

[70] Dolinka Group LLC. 2014. *Developer Impact Fee Annual and Five-Year Reports for the Fiscal Year Ending June 30, 2014*. Prepared for San Francisco Unified School District. November 10, 2014. Accessed December 16, 2015. http://www.sfusd.edu/en/assets/sfusd-staff/doing-business-with-SFUSD/files/SFUSD_AnnualFiveYearReports_FY1314_FINAL.pdf.

[71] San Francisco Public Library. 2015. "Branch Library Improvement Program." Accessed December 16, 2015. http://sfpl.org/index.php?pg=2000002301.

covered under the Branch Library Improvement Program. No mitigation measures are required as this impact would be less than significant.

Impact C-PS-1: The proposed project, in combination with other past, present, or reasonably foreseeable future projects, would not result in a cumulatively considerable contribution to significant cumulative impacts on police services, and fire protection and emergency services. (Less than Significant)

As discussed above under Impact PS-1, public service providers have anticipated increased demand for services based on projected cumulative growth. When considered with reasonably foreseeable projects in the vicinity of the project site, implementation of the proposed project would incrementally increase demand for police protection, fire protection, schools, and emergency services, though not beyond the levels anticipated and planned for by these service providers. These incremental increases in demand for services would not require new or physically altered public service facilities. Therefore, the proposed project would not result in a cumulatively considerable contribution to significant cumulative impacts on police protection, fire protection and emergency services, school services and library services, and this impact would be less than significant.

Topics:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less-Than-Significant Impact*	*No Impact*	*Not Applicable*
12. BIOLOGICALRESOURCES—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 Game 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, or regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☐	☐	☒
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☐	☒
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:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact	Not Applicable
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☒	☐	☐
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☐	☒

The majority of the project site has been previously developed and consists of residential apartment buildings and associated parking areas, driveways, and sidewalks. In addition to the approximately 70,000 square feet of apartment buildings, the existing project site includes approximately 0.65 acre of impervious areas taken up by roadways and sidewalks and 168,500 square feet (3.87 acres) of landscaped or pervious areas. Included in the 3.87 acres of landscaped or pervious areas are approximately 124,600 square feet (2.86 acres) of undeveloped and forested land to the east, west, and south of the existing developed area adjacent to UCSF's Mount Sutro Open Space Reserve. The undeveloped areas around the periphery of the existing development are dominated by blue-gum eucalyptus (*Eucalyptus globulus*) forest.

The project site is not located within or near any riparian habitat, sensitive natural communities, or federally protected wetlands. Woodland Creek is the closest riparian area (located approximately 0.5 mile from the project site). It is located on the east side of the Mount Sutro Reserve and is seasonal, peaking in flow during the rainy season and drying out in the summer.

UCSF owns and manages the Reserve and is currently in the process of developing a *Mount Sutro Open Space Reserve Vegetation Management Plan*. The purpose of this plan is to provide a management framework for protecting, enhancing, and restoring vegetation and ecosystem in the 61-acre Reserve. The plan also seeks to maintain and ensure public access to the Reserve, enhance the visual design and aesthetic experience, and protect the safety of Reserve users and nearby properties.[72] The proposed work will be completed in three phases. Phase 1, years 1–5, will focus on removing hazardous trees that currently pose acute safety risk to visitors and structures, and will begin replanting eucalyptus trees to regenerate the tree canopy. Phase 2, years 6–10, will focus on tree regeneration, replanting and increasing the diversity of species by planting both eucalyptus trees and native species. Phase Three will begin in year 11 and will include an assessment of the success of the previous two phases and will build on successful

[72] UCSF (University of California, San Francisco). 2016. *Draft Vegetation Management Plan (TAC Draft) Mount Sutro Open Space Reserve.* August 18, 2016. Accessed October 12, 2016. https://www.ucsf.edu/sites/default/files/Sutro-Management-Plan-TAC-Draft-081216.pdf.

treatments from the previous 10 years.[73] As the proposed project does not include any development or direct access into the Reserve, and the proposed project would not impact Reserve watershed (as any stormwater from the site flows away from the Reserve), the proposed project would not conflict with the *Mount Sutro Open Space Reserve Vegetation Management Plan* policies, goals, or objectives.

The Natural Resources Division of the San Francisco Recreation and Parks Department designated 32 fragments of unique habitats around San Francisco as Natural Resource Areas (Natural Areas). The *Significant Natural Resource Areas Management Plan*[74] guides the management actions of these Natural Areas. The closest Natural Areas to the proposed project site are the Interior Greenbelt, east of the project site on the opposite side of Mount Sutro Reserve, and 15th Avenue Steps, approximately 0.7 mile away. Therefore, the site-specific recommendations contained in the *Significant Natural Resource Areas Management Plan* would not apply to the project site.

There are no adopted habitat conservation plans or other approved local, regional, or state habitat conservation plans in the project area. Therefore, topics 12.b, 12.c and 12.f are not applicable to the proposed project.

Impact BI-1: The proposed project could have a substantial adverse effect, either directly or through habitat modifications, on 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 Game or the U.S. Fish and Wildlife Service. (Less than Significant with Mitigation)

Wildlife species are protected under the federal Endangered Species Act, the Migratory Bird Treaty Act, the California Endangered Species Act, and regulations concerning California Species of Special Concern. Qualified biologists analyzed the potential impacts of the proposed project on candidate, sensitive, and special-status species, as protected under these regulations, as well as more common species. As part of this effort, the biologists searched the California Natural Diversity Database (CNDDB)[75] and California Native Plant Society (CNPS) Online Inventory of Rare and Endangered

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[73] UCSF (University of California, San Francisco). 2016. *Draft Vegetation Management Plan (TAC Draft) Mount Sutro Open Space Reserve.* August 18, 2016. Accessed October 12, 2016. https://www.ucsf.edu/sites/default/files/Sutro-Management-Plan-TAC-Draft-081216.pdf.

[74] San Francisco Recreation and Park Department. 2006. *Significant Natural Resource Areas Management Plan.* February 2006. Accessed January 16, 2017. http://sfrecpark.org/parks-open-spaces/natural-areas-program/significant-natural-resource-areas-management-plan/.

[75] CDFW (California Department of Fish and Wildlife). 2016. California Natural Diversity Database (CNDDB). RareFind, Version 5 (Commercial Subscription). Sacramento, California: CDFW, Biogeographic Branch. Accessed May 2, 2016. https://map.dfg.ca.gov/rarefind/view/RareFind.aspx.

Plants[76] for current and historic records of special-status species and/or sensitive habitat occurrences in the project vicinity. All special-status species with known occurrences in the City and County of San Francisco were evaluated for their potential to occur on or in the vicinity of the project site based on the species' current and historic distribution, habitat requirements, and the physical and biological characteristics of the project site.

Based on the results of the CNDDB and CNPS database searches and habitat conditions observed during a reconnaissance-level site visit conducted on March 2, 2016, a total of 49 special-status species (34 plants and 15 animals) were identified as potentially occurring in the project area (see Appendix B). None of the 34 special-status plant species listed in Appendix B are expected to occur on the project site due to the lack of appropriate habitats (e.g., salt marsh, native grassland, chaparral, coastal bluff scrub), suitable edaphic conditions (e.g., alkaline or serpentine soils), extent of prior disturbance, and/or location of the project outside of the species known range.

Of the 15 special-status animal species listed in Appendix B, 13 animals were eliminated from further consideration due to the absence of suitable habitats (e.g., estuarine, salt marsh, vernal pools) or because the project area is outside of the species known range. Two bat species— Townsend's big-eared bat (*Corynorhinus townsendii*) and western red bat (*Lasiurus blossevillii*)—have low potential to occur in the project area and are discussed further below.

- **Townsend's big-eared bat.** Townsend's big-eared bat is a California species of special concern and is known to roost in tree cavities, structures, and crevices of buildings that provide cave-like habitat. This species is highly sensitive to disturbance and, as such, if Townsend's bid-eared bat is present in the project area, this species is not expected to occur in large numbers.
- **Western red bat.** Western red bat is a California species of special concern and is known to roost in forests and woodlands in California from sea level up to montane regions supporting mixed conifer forests. This species roosts primarily in trees, often in edge habitats adjacent to urban areas. Western red bat is known from various open space areas and parks in San Francisco, including Golden Gate Park and Mount Davidson.

The proposed project involves the removal and development of approximately 0.78 acre (34,000 square feet) of eucalyptus-dominated forest inside the boundary of the project site. These forested areas and buildings within the existing development could potentially support roosting bats. Impacts to bats could result from tree removal and project construction activities. The approximately 32–36 months of construction activities could potentially disturb bat roosts in undeveloped areas adjacent to the site.

[76] CNPS (California Native Plant Society). 2016. *Inventory of Rare, Threatened, and Endangered Plants of California (*online ed., version 8-02). Accessed May 2, 2016. http://www.rareplants.cnps.org/advanced.html.

Implementation of Mitigation Measure M-BIO-1, below, would reduce impacts on Townsend's big eared bat and western red bat to a less-than-significant level.

> **Mitigation Measure M-BIO-1: Preconstruction Surveys for Bat Roosts**
> Preconstruction surveys for bat roosts shall be conducted by a qualified biologist to identify potential bat habitat and identify active roost sites not more than 14 days prior to the initiation of construction. The biologist must be experienced in the identification of special-status bats. If special-status bats are found on site, the qualified biologist shall coordinate with California Department of Fish and Wildlife (CDFW) to identify a plan that would address appropriate avoidance and/or exclusion techniques. Avoidance measures are focused on maternity roosts for any species of bat, either common or special-status, that cannot be demolished until the young are able to fly independently of their mothers. Roost entrances shall be fitted with one-way doors, or similar devices, that allow exits but prevent entrance for a period of several days to encourage bats to relocate passively. A no disturbance buffer shall also be established around the roost sites. The qualified biologist shall be present during tree trimming and disturbance to rock crevices or outcrops if bat roosts are present. Trees and rock crevices with roosts shall be disturbed only when no rain is occurring or is forecast to occur for three days and when daytime temperatures are at least 50 degrees Fahrenheit (°F). Trimming of trees containing or suspected to contain roost sites shall be done under supervision of the biologist and implemented over two days. On day one, branches and limbs not containing cavities or fissures in which bats could roost shall be cut. The following day, branches or limbs containing roost sites shall be trimmed. This work will all be done using chainsaws. A report documenting the implementation of the plan shall be provided to CDFW within one month of the start of project construction activities. Compliance with these requirements and coordination with CDFW will ensure that impacts to bats will be less than significant.

Impact BI-2: The proposed project could substantially interfere with the movement of native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites. (Less than Significant with Mitigation)

Although wildlife on and adjacent to the project site may be temporarily disturbed by construction activities, particularly noise, the proposed project would not substantially interfere with wildlife movement, use of established wildlife corridors, or native wildlife nursery sites. Although adjacent to the Mount Sutro Reserve, the majority of the project site has been previously developed and is located in a relatively urbanized setting; most of the species that occur in the project vicinity, including raccoons, squirrels, and many bird species, are generalists that are adapted to moving through urban landscapes. Project implementation would not permanently affect the ability of these species to move through the site. Animals that currently use the site would temporarily have to move around the work area during construction, which is expected to last up to 36 months, but long-term movement patterns through the area would remain unaffected.

Building design would also be subject to the San Francisco Bird-Safe Building Ordinance, which requires that buildings located inside of or within a clear flight path from an Urban Bird Refuge (open spaces two acres or larger dominated by vegetation), shall implement Bird-Safe Glazing Treatment on the façade(s) facing the Urban Bird Refuge. Given these factors, the project is expected to have a less-than-significant impact on the movement of any native resident or migratory wildlife species.

Native migratory birds, including various raptor and passerine species, could use the eucalyptus forest around the periphery of the project site for nesting, foraging, and/or roosting. If conducted during the bird nesting season (February 1 through August 31), construction activities could directly impact nesting birds by removing trees and associated understory vegetation that supports active nests. Prolonged construction noise could also disturb nesting birds, resulting in nest failure. The nests of native birds are protected under the federal Migratory Bird Treaty Act and Section 3503 of the California Fish and Game Code. Implementation of Mitigation Measure M-BIO-2 would reduce potential impacts to migratory birds to a less-than-significant level.

Mitigation Measure M-BIO-2: Preconstruction Nesting Survey

If any construction activities are scheduled during the nesting season (February through August), a qualified biologist shall conduct a preconstruction nest survey of all vegetation on and within 50 feet of the project site. This preconstruction nest survey shall be documented and submitted to the Planning Department. The survey shall be conducted no more than 14 days prior to the start of vegetation removal or building demolition work. To avoid and minimize potential impacts on nesting birds and raptors, a no disturbance buffer zone shall be established around active nests during the breeding season until the young have fledged and are self-sufficient, when no further mitigation would be required. Typically, the size of individual buffers ranges from a minimum of 250 feet for raptors to a minimum of 50 feet for other birds but can be adjusted based on an evaluation of the site by a qualified biologist in cooperation with the U.S. Fish and Wildlife Service and/or CDFW.

Impact BI-3: The proposed project would not conflict with the City's local policies or ordinances protection biological resources, such as the tree ordinance. (Less than Significant)

Trees in the City and County of San Francisco are protected under the Urban Forestry Ordinance.[77] The San Francisco Board of Supervisors adopted legislation that amended the City's Urban Forestry Ordinance, Public Works Code Section 801 et seq., to require a permit from DPW to remove any protected trees. If any activity is to occur within the dripline, prior to building permit issuance, a tree protection plan prepared by an

[77] San Francisco Public Works Code Article 16, Urban Forestry Ordinance. May 19, 1995. Accessed December 21, 2015. http://library.amlegal.com/nxt/gateway.dll?f=templates&fn=default.htm&vid=amlegal:sanfrancisco_ca.

International Society of Arboriculture-certified arborist is to be submitted to the Planning Department for review and approval. Protected trees include landmark trees, significant trees, or streets trees located on private or public property anywhere within the territorial limits of the City and County of San Francisco. Article 16 of the San Francisco Public Works Code, the Urban Forestry Ordinance, provides for the protection of landmark, significant, and street trees. Landmark trees are designated by the Board of Supervisors upon the recommendation of the Urban Forestry Council, which determines whether a nominated tree meets the qualification for landmark designations by using established criteria (Section 810). Significant trees are those trees within the jurisdiction of the DPW or trees on private property within 10 feet of the public right-of-way that meet any of three size criteria. Significant trees must have a diameter at breast height in excess of 12 inches, or a height in excess of 20 feet, or a canopy in excess of 15 feet (Section 810(A)(a)). Street trees are any tree growing within the public right-of-way, including unimproved public streets and sidewalks, and any tree growing on land under the jurisdiction of the DPW (Section 802(w)). If a project would result in tree removal subject to the Urban Forestry Ordinance and the DPW would grant a permit, the DPW shall require that replacement trees be planted (at a one-to-one ratio) by the project sponsor or that an in-lieu fee be paid by the project sponsor (Section 806(b)).

A survey of the project site by a certified arborist was completed on May 22, 2015. During the survey five "street trees" and 11 "significant trees" were identified.[78] Of the 16 trees surveyed, swamp mahogany (*Eucalyptus robusta*) is the only tree determined to be in good health and rated "good" in suitability for retention. The other 15 surveyed trees were determined to be in fair health, poor health, or dead or dying.

Since the project would involve construction of new buildings, a proposal to remove one or more protected trees must be submitted to DPW for review and approval. A building permit would not be issued by the Department of Building Inspection (DBI) without a permit from DPW. The proposed project would be required to add 52 new trees to the public right-of-way adjacent to the property or within an unbuilt area at the front of the property, and the project sponsor would comply with this requirement by planting various tree species throughout the site. Some of the tree species include redwood (*Sequoia sempervirens*), Monterey cypress (*Hesperocyparis macrocarpa*), and coast live oak (*Quercus agrifolia*).]. As shown in Figure 9, p. 19 the new trees would be planted on both sides of the reconfigured 5th Avenue, as well as within the proposed open spaces throughout the site. The proposed project would follow all applicable City policies and ordinances regarding protected trees. No other local policies or ordinances protecting biological resources apply to the proposed project. Therefore, the proposed project would have a less-than-significant impact.

[78] SBCA Tree Consulting. 2015. *Tree Survey for Kirkham Project*. Prepared for Westlake Urban LLC. May 22, 2015.

Impact C-BI-1: The proposed project, in combination with other past, present, or reasonably foreseeable future projects in the site vicinity, would not result in a considerable contribution to significant cumulative impacts to biological resources. (Less than Significant with Mitigation)

The proposed project, combined with reasonably foreseeable future projects such as the SF Overlook project and the UCSF LRDP 2014, would result in increased population density and development in the project vicinity. Similar to any wildlife found on the project site, wildlife on and in the vicinity of the project site consist of common urban-adapted animals that are able to co-exist with humans and the built environment. The vegetation and wildlife that occur on and in the vicinity of the project site is representative of an urban environment rather than a natural wildland environment. Moreover, other cumulative projects would be required to comply with federal, state, and local regulations that protect biological resources. As discussed above, under Impacts BI-1 and BI-2, the proposed project has the potential to result in significant impacts with respect to bat roosts and bird nests, respectively. However, with incorporation of Mitigation Measures M-BIO-1 and M-BIO-2, discussed above, these project-specific impacts would be reduced to a less-than-significant level. Implementation of these mitigation measures would also reduce the contribution of the proposed project's cumulative biological impacts to a less-than-significant level.

Topics:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less-Than-Significant Impact*	*No Impact*	*Not Applicable*
13. GEOLOGY AND SOILS—Would the project:					
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:					
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42.)	☒	☐	☐	☐	☐
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?	☒	☐	☐	☐	☐

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact	Not Applicable
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code, creating substantial 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) Change substantially the topography or any unique geologic or physical features of the site?	☐	☐	☒	☐	☐
g) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐	☐

The proposed project would connect to the City's sewer and stormwater collection and treatment system and would not use a septic waste disposal system. Therefore, Topic 13 e is not applicable to the project site and will not be further discussed.

The following discussion is supported by the *Geotechnical Investigation Report for Kirkham Heights Apartments,*[79] originally prepared for a 2013 iteration of the proposed project and updated for the project as currently proposed. As discussed in the Geotechnical Investigation, elevations within the project site vary from approximately 380 to 540 feet. Seven soil borings collected at the project site encountered clayey gravel to depths ranging from 2.5 to 9 feet. The clayey gravel fill is underlain by stiff sandy clay fill and medium dense clayey sand fill to depths approximately 9 feet below the existing ground surface. The fill is underlain by rocks of the Franciscan Assemblage consisting of chert, shale, sandstone, and greenstone. The strength of the chert and shale layers are judged to be relatively high. Groundwater was not observed within the depths explored by the soil borings.

The report concluded the risk of surface fault rupture is very low, and project site susceptibility to ground failure during the earthquake is very unlikely. The report also noted the existing retaining wall in the southeast portion of the site is in good structural condition, although the accumulated debris on top of the steel bin wall should be cleared. The report recommended the installation of a debris wall in combination with the existing stich piers near the western property line. This would reduce the potential for debris generated by shallow sloughing or raveling to progressively degrade the areas on the project site uphill. The recent updates to the 2013 Geotechnical Investigation

[79] Alan Kropp & Associates Inc. 2013. *Geotechnical Investigation Report for Kirkham Heights Apartments*. Prepared for Westlake Development Partners. December 24, 2013.

verified the original assessment, analyses, and recommendations after the project modifications. The modified project would now encroach into the retaining wall area; thus, the supplemental memorandum recommended its replacement or, if necessary, that the hillside upslope undergo a slope repair. The supplement also noted the deeper excavations would result in harder bedrock being encountered and thus that higher shoring may be required to hold back temporary excavation slopes.[80]

In the *California Building Industry Association v. Bay Area Air Quality Management District* case decided in 2015, the California Supreme Court held that CEQA does not generally require lead agencies to consider how existing environmental conditions might impact a project's users or residents, except where the project would significantly exacerbate an existing environmental condition. Accordingly, the significance criteria above related to potential substantial adverse effects from exposure of persons to risk or loss seismic hazards or landslides are relevant only to the extent that the project significantly exacerbates the existing seismic environment. Thus, the analysis below evaluates whether the proposed project could significantly exacerbate the existing or future risk from fault rupture, seismic ground-shaking, related ground failure (including liquefaction) or landslides. An impact is considered significant if implementation of subsequent projects that may be permitted by the overall development would significantly exacerbate existing or future risks above levels that would occur without the project.

Impact GE-1: The proposed project would not expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, 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; strong seismic ground shaking; seismic-related ground failure including liquefaction; or landslides. (Potentially Significant)

Fault Rupture

The project site is not located within an Alquist–Priolo Earthquake Fault Zone as established by the California Geological Survey, and no active or potentially active faults exist in the immediate vicinity.[81] The active fault nearest the site is the San Andreas Fault located approximately 5.2 miles southwest of the site in the Pacific Ocean. The nearest Alquist–Priolo Earthquake Fault Zone is approximately 6.2 miles south of the project site along the onshore portion of the San Andres Fault.[82] The potential for surface fault rupture at the project site is low. Nevertheless, the EIR will discuss the potential for the

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80 Alan Kropp & Associates Inc. 2016. *Supplemental Geotechnical Input for Kirkham Heights Apartments EIR.* Prepared for Transform Urban. February 8, 2016.

81 California Geological Survey. 2010. "Table 4, Cities and Counties Affected by Alquist-Priolo Earthquake Fault Zones as of January 2010." Accessed December 17, 2015. http://www.conservation.ca.gov/cgs/rghm/ap/Pages/affected.aspx.

82 Alan Kropp & Associates Inc. 2013. *Geotechnical Investigation Report for Kirkham Heights Apartments*. p 6. Prepared for Westlake Development Partners. December 24, 2013.

proposed project to expose people or structures to potential impacts due to a fault rupture and may identify appropriate mitigation measures to reduce these impacts, as required. Thus, it is considered potentially significant until it is further analyzed in the EIR.

Ground Shaking

The project site is located in the San Francisco Bay Area, which is subject to ground shaking in the event of an earthquake on a regional fault line. ABAG prepared maps of the city showing potential for ground shaking by various regional faults. The project site is located in an area subject to "low" shaking by four of the six regional faults in the project vicinity. The project site is in an area subject to "strong" to "very strong" ground shaking from a major earthquake along the San Gregorio Fault and in an area subject to "very strong" ground shaking from a major earthquake along the San Andres Fault.[83] Although the project site could be subject to "strong" or "very strong" shaking in the event of a major earthquake, the proposed buildings would be designed to CBC standards, which would reduce impacts in the event of an earthquake. The Geotechnical Investigation recommended site-specific soil preparation and grading procedures, foundation designs, retaining systems, slab and pavement specifications, post-construction maintenance requirements, and structural seismic design parameters in accordance the CBC and generally accepted geotechnical engineering practices.[84] Foundation and retaining wall designs recommended in the Geotechnical Investigation depend on the location/depth/extent of bedrock, local grades, and structure loads to be supported, but consist of either continuous spread footings that bear on bedrock, or drilled, cast-in-place, straight-shaft piers.

The Geotechnical Investigation and subsequent memoranda found that the project site is suitable for the proposed construction from a geotechnical standpoint.[85] Furthermore, implementation of geotechnical engineering recommendations, which are required as part of building and grading permit approvals[86] and compliance with the CBC, would reduce the exposure of people or structures to seismic-related injury and damage to an

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[83] ABAG (Association of Bay Area Governments). 2015. "Earthquake and Hazards Program, Hazard Maps and Information, Earthquake Shaking, Future Earthquake Shaking Scenarios." Accessed December 17, 2015. http://gis.abag.ca.gov/website/Hazards/?hlyr=northSanAndreas.

[84] Alan Kropp & Associates Inc. 2013. *Geotechnical Investigation Report for Kirkham Heights Apartments*. Prepared for Westlake Development Partners. December 24, 2013. pp. 13, 28.

[85] Alan Kropp & Associates Inc. 2013. *Geotechnical Investigation Report for Kirkham Heights Apartments*. Prepared for Westlake Development Partners. December 24, 2013. p. 11.

[86] The San Francisco Department of Building Inspection will be responsible for reviewing and approving the Geotechnical Report and associated recommendations to be implemented in the final design.

acceptable level.[87] These recommendations address fill placements on slopes as well as site clearing and grubbing, and provide design criteria for the piers and retaining walls, and will be discussed in more detail in the EIR. The proposed project (including the reconfiguration of 5th Avenue) would be subject to and required to comply with these or other recommendations, through the building permit review process, into the final project's design. The EIR will discuss the potential for the proposed project to expose people or structures to potential impacts due to ground shaking and may identify appropriate mitigation measures to reduce these impacts, as required. Thus, it is considered potentially significant until it is further analyzed in the EIR.

Liquefaction, Lateral Spreading, and Seismic Settlement

The project site is located in an area of "very low" liquefaction susceptibility as mapped by the ABAG.[88] The Geotechnical Investigation concluded that, based on the ABAG map and review of the Seismic Hazard Zones map by the California Department of Conservation, the site is at a very low risk for seismic induced liquefaction or lateral spreading.[89] Standard geotechnical engineering practice requires unsuitable fills to be removed and replaced with fills that meet specifications, as described in the Geotechnical Investigation. The project site has a low liquefaction potential, and the proposed project would build structures on compacted soils or bedrock, which would minimize the potential for liquefaction, lateral spreading, and seismic settlement. Nevertheless, the EIR will discuss the potential for the proposed project to expose people or structures to potential impacts due to liquefaction, lateral spreading, and seismic settlement and may identify appropriate mitigation measures to reduce these impacts, as required. Thus, it is considered potentially significant until it is further analyzed in the EIR.

Landslides

State Regulations.

In 2000, the California Geological Survey published a Seismic Hazard Zones map of the area, which illustrates broad zones where liquefaction or seismically induced landslides may locally occur. That map shows that some slopes within the project site may be prone to landslides in the event of an earthquake. Under the Seismic Hazards Mapping Act of 1990 (Public Resources Code, Chapter 7.8, Section 2690–2699.6), the lead agency

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87 "Acceptable level" of risk means that level that provides reasonable protection of the public safety, though it does not necessarily ensure continued structural integrity and functionality of the project [CCR Title 14, Section 3721(a)].

88 ABAG (Association of Bay Area Governments). "Earthquake and Hazards Program, Hazard Maps and Information Liquefaction Susceptibility." Accessed December 17, 2015. http://gis.abag.ca.gov/website/Hazards/?hlyr=liqSusceptibility.

89 Alan Kropp & Associates Inc. 2013. *Geotechnical Investigation Report for Kirkham Heights Apartments*. p 13. Prepared for Westlake Development Partners. December 24, 2013.

must withhold the development permits for a site within a seismic hazard zone until the geologic and soil conditions of the project site are investigated and appropriate mitigation measures, if any, are incorporated into development plans.

Local Regulations

Northwest Mount Sutro Slope Protection Area. The project site is located within the Northwest Mount Sutro Slope Protection Area identified in an ordinance that was incorporated into the San Francisco Building Code as Section 106A.4.1.3. This section, among other geotechnical and structural provisions, requires permit applications for new construction within the Northwest Mount Sutro Slope Protection Area to be reviewed by the Structural Advisory Committee for structural integrity and effect on hillside stability. In addition, the Planning Department, Department of Public Works, and Fire Department must provide written approval after making a visit to the project site. The requirements of the Northwest Mount Sutro Slope Protection Area are in addition to all other applicable laws and regulations, including CEQA.

The Structural Advisory Committee is defined in Section 105A.6.2 of the Building Code for projects within the Northwest Mount Sutro Slope Protection Area as a structural engineer, a geologist, and a geotechnical engineer. In addition, the Committee shall consult with an architect, who shall be a voting member of the Committee.

In the event that the Structural Advisory Committee determines that there is a reasonable likelihood that the proposed design and construction would result in unsafe conditions or would increase the likelihood of hillside instability, and such unsafe conditions or instability cannot be mitigated to the satisfaction of the Structural Advisory Committee, the building permit shall be denied. The decision to deny the permit is appealable only to the Board of Appeals.

Slope Protection Act. The Slope Protection Act (San Francisco Building Code Section 106A.4.1.4) requires rigorous review of projects on steeply sloped areas in order to avoid geologic hazards associated with slope stability. The Slope Protection Act applies to properties within certain mapped geologic hazard areas, with the exception of properties already subject to the Edgehill Mountain Slope Protection Area or the Northwest Mount Sutro Slope Protection Area. Because the project site is within the Northwest Mount Sutro Slope Protection Area, the Slope Protection Act does not apply to the proposed project.

Accordingly, the Geotechnical Investigation performed a slope stability analysis for existing static conditions and pseudo-static conditions to model the site-specific effects of earthquake loading.[90] The procedures and methods used to investigate slope stability in the Geotechnical Investigation are consistent with the California Geological Survey Special Publication 117A (*Guidelines for Evaluating and Mitigating Seismic Hazards in*

[90] Alan Kropp & Associates Inc. 2013. *Geotechnical Investigation Report. for Kirkham Heights Apartments*. Prepared for Westlake Development Partners. December 24, 2013.

California).[91] A factor of safety[92] analysis was performed along two cross sections through the project site that represent the critical failure surfaces (i.e., generally determined by steepest topography and weakest soil/rock strengths). The analysis for both static and pseudo static (i.e., earthquake) indicated the factor of safety along both cross sections is 3.5 for static conditions, and 1.6–1.8 under earthquake loading. According to the guidelines, slopes that have a pseudo-static factor of safety greater than 1.0, following methods in Special Publication 117A, can be considered stable.[93] The results of the analysis, together with review of published geologic maps, aerial photographs, and site reconnaissance indicate that the risks of both static landslides and seismically induced landslides are very low.[94] Nevertheless, the EIR will discuss the potential for the proposed project to expose people or structures to potential impacts due to landslides and may identify appropriate mitigation measures to reduce these impacts, as required. Thus, it is considered potentially significant until it is further analyzed in the EIR.

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

The project would construct new residences generally within the perimeter of the existing developed areas. The project site slopes steeply upward towards the southeast, with elevations at the project site ranging from 400 feet at the northwest side to 515 feet at the southeast side. Relatively steep slopes are located to the south and east of the site with gradients of about 1.1:1 (horizontal to vertical) to 1:1, with locally steeper areas.[95]

The proposed project's new buildings would be constructed on terraced building pads created by excavation. Retaining walls would support the surrounding slopes around the buildings. The maximum depth of excavation would be up to approximately 54 feet in limited areas, and the maximum total surface area that would be affected by excavation would be approximately 230,000 square feet. The net volume (cut less fill) would be approximately 69,000 cubic yards. The net export volume of soil would be

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91 Kropp, A. 2016. Email from A Kropp (Alan Kropp & Associates Inc.) to D. Duvergé (Dudek). March 2, 2016.

92 The degree to which a slope will remain stable is expressed by the "factor of safety", which is calculated by dividing the forces that resist movement (the shearing strength available along a potential slide surface) by the shearing stresses that tend to produce failure along a surface. When a calculated factor of safety value is less than 1, conditions that make a slope susceptible to failure have exceeded those that tend to hold it in place.

93 California Geological Survey. 2008. Guidelines for Evaluating and Mitigating Seismic Hazards in California. CGS Special Publication 117A.

94 Alan Kropp & Associates Inc. 2013. *Geotechnical Investigation Report for Kirkham Heights Apartments*.. p. 14. Prepared for Westlake Development Partners. December 24, 2013

95 Alan Kropp & Associates Inc. 2013. *Geotechnical Investigation Report for Kirkham Heights Apartments.* p. 10. Prepared for Westlake Development Partners. December 24, 2013.

approximately 53,000 cubic yards, with approximately 16,000 cubic yards of soil to be reused at the project site.

The steep inclination of the project site could result in some shallow sloughing as well as erosion. The Geotechnical Investigation recommended debris catchment and erosion control measures to reduce encroachment caused by sloughing or erosion, including installation of netting and erosion-resistant vegetation. As described further under Hydrology and Water Quality below, recommended erosion control measures for temporary slopes include, but are not limited to, grading to prevent water from flowing over the top of slope, vegetation including quick-growing native grasses and weeds, hay waddles, and silt fences. For finished slopes, the greatest level of erosion protection would be provided by vegetation that is deeply rooted, includes dense growth at or near the ground surface, and requires minimum irrigation.[96] The proposed project would be subject to and required to comply with these or other recommendations, as determined by the building permit review process, into the final project's design. Additionally, implementation of an Erosion and Sediment Control Plan would be required in accordance with Article 4.1 of the San Francisco Public Works Code (which regulates construction projects). The plan would be reviewed and approved by the SFPUC prior to implementation, and the SFPUC would provide periodic inspections to ensure compliance. Implementation and compliance with applicable measures to control erosion, and the drainage and erosion control recommendations in the Geotechnical Investigation, may reduce project impacts related to soil erosion and loss of topsoil; however, this impact will be studied further in the EIR and is considered potentially significant for the purposes of this Initial Study.

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

As discussed in Impact GE-2, the project site is located in an area of relatively steep slopes. The Geotechnical Investigation found two areas of potential slope instability that could have an impact on the proposed development. During site reconnaissance, a relatively small landslide was observed within the swale immediately upslope of a steel bin wall at the southeast corner of the site. The Geotechnical Investigation of the 2013 iteration of the project recommended that the retaining wall be evaluated from a structural standpoint to ensure that it would provide adequate stabilization.[97] The proposed project would encroach on the retaining wall; thus the recent update to the Geotechnical Investigation recommended replacing the retaining wall with another

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[96] Alan Kropp & Associates Inc. 2013. *Geotechnical Investigation Report for Kirkham Heights Apartments.* p. 10. Prepared for Westlake Development Partners. December 24, 2013. pp. 15, 27.

[97] Alan Kropp & Associates Inc. 2013. *Geotechnical Investigation Report for Kirkham Heights Apartments.* p. 13. Prepared for Westlake Development Partners. December 24, 2013.

retaining wall or other suitable landslide stabilization structure.[98] The *Kirkham Project 1530 5th Avenue Preliminary Infrastructure Plan* (Infrastructure Plan) conducted by BKF Engineers also noted the retaining walls would support portions of 5th Avenue and would be designed to meet City requirements to relieve hydrostatic pressure and to collect surface runoff as necessary.[99] Specific design recommendations for retaining walls include, but are not limited to, designs to resist both ultimate lateral earth pressures and any additional lateral loads cause by surcharge loads on adjoining ground surfaces, designs to resist the equivalent fluid pressures of the appropriate category, and proper location of the subdrain pipe.[100] The second area of potential instability was observed in the vicinity of the former quarry area west of the project site. There is the potential for debris to be generated from shallow sloughing/raveling to progressively degrade the areas on the project site uphill. The Geotechnical Investigation recommended installation of a debris wall in combination with the stich piers constructed near the western property line.[101] Specific design criteria recommendations include minimum height of four feet, designed to resist an impact load of 250 pounds per square foot, and constructed on top of stich piers or retaining walls where appropriate.[102]

Overall, the Geotechnical Investigation concluded that global stability within the project site is satisfactory to support the proposed project.[103] Furthermore, the proposed project would be subject to and required to comply with these or other recommendations regarding slope stability, as determined through the building permit review process. However, due to the sloped and highly variable nature of the project site and the size and scope of the proposed project, this impact will be further discussed in the EIR and is considered potentially significant for the purposes of this Initial Study.

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98 Alan Kropp & Associates Inc. 2016. *Supplemental Geotechnical Input for Kirkham Heights Apartments EIR*. p. 1. Prepared for Transform Urban. February 8, 2016.

99 BKF Engineers. 2016. Kirkham Project 1530 5th Avenue Preliminary Infrastructure Plan. August 9, 2016. p. 10.

100 Alan Kropp & Associates Inc. 2013. *Geotechnical Investigation Report. for Kirkham Heights Apartments.* p. 24. Prepared for Westlake Development Partners. December 24, 2013.

101 Alan Kropp & Associates Inc. 2013. *Geotechnical Investigation Report. for Kirkham Heights Apartments.* p. 24. Prepared for Westlake Development Partners. December 24, 2013. p. 13.

102 Alan Kropp & Associates Inc. 2013. *Geotechnical Investigation Report. for Kirkham Heights Apartments.* p. 24. Prepared for Westlake Development Partners. December 24, 2013. p. 25.

103 Alan Kropp & Associates Inc. 2013. *Geotechnical Investigation Report. for Kirkham Heights Apartments.* p. 24. Prepared for Westlake Development Partners. December 24, 2013. p. 13

Impact GE-4: The proposed project would not be located on expansive soil creating substantial risks to life or property, or be located on soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers aren't available for the disposal of wastewater. (Less than Significant)

The near surface soils of the project site are low to moderately expansive, and are prone to some volume changes when experiencing seasonal fluctuations in moisture. The shrink/swell potential of the soils could damage foundation elements of the proposed development. Potential adverse impacts of existing soils would be mitigated by drilling pier foundations extending through the fill soils into competent underlying materials where colluvium is present, or through a combination of spread footings and drilled piers where bedrock is exposed near the ground surface on the upslope portion of the building or colluvium is present towards the downslope portion of the building.[104] The Geotechnical Investigation contained further recommendations and design specifics for earthwork, excavations, foundations, drilled piers, and footings.[105] Generally, where soils are determined to be unsuitable due to high shrink-swell, corrosive characteristics, high organics, or other reasons, they would be removed and replaced with imported fills that meet geotechnical specifications. Implementation of these design recommendations, which would be required as part of the project approval process, would reduce potential damage from soils to a less-than-significant level.

The project would use existing wastewater connections and would not require the use of septic tanks or alternative wastewater disposal systems; therefore, the issue of soil suitability for septic tanks or wastewater disposal is not applicable to the project.

Impact GE-5: The proposed project would not change substantially the topography or any geologic or physical features of the site. (Less than Significant)

The project site was terraced and developed when the current buildings were completed (1951). The topography of the site has not changed substantially since development. An elevation change of approximately 120 feet exists from the north end to the south end of the project site, which would not change with the implementation of the proposed project. The slope of the project site is further described in Impact GE-2. As previously described, the curved portions and extremely steep areas of 5th Avenue would be eliminated, replaced by a rectilinear alignment. Eliminating the curves in 5th Avenue would reduce the overall length of the street and would allow for flat open spaces available for public use within the site. There would be more pronounced terracing within the project site; two of the new buildings with parking garages would require excavations of up to 50 feet in limited areas.

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[104] Alan Kropp & Associates Inc. 2013. *Geotechnical Investigation Report for Kirkham Heights Apartments.* pp. 15–16. Prepared for Westlake Development Partners. December 24, 2013.

[105] Alan Kropp & Associates Inc. 2013. *Geotechnical Investigation Report for Kirkham Heights Apartments.* pp. 15–16. Prepared for Westlake Development Partners. December 24, 2013.

Generally, the topography of the project site would not be altered substantially by implementation of the proposed project. No unique geological features are located on the project site. Therefore, impacts related to the topography or any geologic or physical features of the site would be less than significant.

Impact GE-6: Construction of the proposed project could affect unique paleontological features or unique geological resources, if present within the project site. (Less than Significant with Mitigation)

Paleontological resources include fossilized remains or traces of animals, plants and invertebrates, including their imprints, from a previous geological period. Collecting localities and the geologic formations containing those localities are also considered paleontological resources; they represent a limited, nonrenewable resource and once destroyed they could not be replaced. Paleontological resources are lithologically dependent; that is, deposition and preservation of paleontological resources are related to the lithologic unit in which they occur. If the rock types representing a deposition environment conducive to deposition and preservation of fossils are not favorable, fossils will not be present. Lithological units which may be fossiliferous include sedimentary and volcanic formations.

The project site does not contain any known unique geological features. The project would involve limited excavation into the underlying Franciscan Assemblage bedrock. The Geotechnical Investigation indicated that when excavating in stable bedrock, cuts may have inclinations as steep as 1:1. Temporary shoring is recommended to prevent the movement of materials exposed in the face of the excavation.

Given that the sedimentary Franciscan Assemblage has yielded significant vertebrate fossils within the San Francisco Bay Area, unique paleontological resources could potentially exist in the Franciscan Formation bedrock that underlies the project area. If such resources are present within the project site, construction activities could disturb paleontological resources and impair the ability of paleontological resources to yield important scientific information. Unless mitigated, such an impact would be considered significant under CEQA. Mitigation Measure M-GE-1 is required to avoid any potential adverse effect on accidentally discovered paleontological resources.

> **Mitigation Measure M-GE-1: Paleontological Resource Accidental Discovery**
> For construction components that require excavation at depths within the Franciscan Assemblage, the following measures shall be undertaken to avoid any significant potential project related adverse effect on paleontological resources.
>
> - Before the start of any earthmoving activities, the project sponsor shall retain a qualified paleontologist to train all construction personnel involved with earthmoving activities, including the site superintendent, regarding the possibility of encountering fossils, the appearance and types of fossils likely to be seen during construction, and proper notification procedures should fossils be encountered.

- If paleontological resources are discovered during earthmoving activities, the construction crew shall immediately cease work near the find, and notify the project sponsor and the San Francisco Planning Department. The project sponsor shall retain a qualified paleontologist to evaluate the resource and prepare a recovery plan in accordance with Society of Vertebrate Paleontology guidelines.[106] The recovery plan may include a field survey, construction monitoring, sampling and data recovery procedures, museum storage coordination for any specimen recovered, and a report of findings. Recommendations in the recovery plan that are determined by the City to be necessary and feasible shall be implemented before construction activities can resume at the site where the paleontological resources were discovered.

Implementation of Mitigation Measure M-GE-1 would reduce potential impacts to avoid any potential adverse effect on accidentally discovered paleontological resources to a less-than-significant level.

Impact C-GE-1: The proposed project, in combination with other past, present or reasonably foreseeable future projects in the site vicinity, would not result in a cumulatively considerable contribution to a significant cumulative impact on geology, soils and seismicity. (Potentially Significant)

Geology impacts are generally localized and site specific and do not have cumulative effects with other projects. Reasonably foreseeable projects in the vicinity would be subject to applicable seismic standards and safety measures to reduce geologic hazards. In addition, the building plans of proposed and foreseeable projects would be reviewed, and potential geologic hazards would be avoided or minimized to a less-than-significant level during the permit review process. Nevertheless, similar to project-specific impacts, the EIR will discuss the potential for the proposed project to combine with other nearby projects in a way that could have significant cumulative impacts on geology, soils, and seismicity.

Impact C-GE-2: The proposed project, in combination with past, present, and reasonably foreseeable future projects in the vicinity, could result in a cumulatively considerable contribution to significant cumulative impacts on paleontological resources. (Less than Significant with Mitigation)

The significance of impacts on paleontological resources is premised on the potential loss of historic and scientific information. When considered with other past and proposed projects within San Francisco and the Bay Area region, the potential disturbance of paleontological resources within the project site could make a cumulatively considerable contribution to a loss of significant historic and scientific information about California, Bay Area, and San Francisco history and prehistory. As

[106] Society of Vertebrate Paleontology. 2010. *Standard Procedures for the Assessment and Mitigation of Adverse Impacts to Paleontological Resources.* Accessed October 19, 2016. http://vertpaleo.org/The-Society/Governance-Documents/SVP_Impact_Mitigation_Guidelines.aspx.

discussed above, implementation of the approved plans for testing, monitoring, and data recovery (as would be required through implementation of Mitigation Measure M-GE-1: Paleontological Resource Accidental Discovery) would preserve and realize the information potential of paleontological resources. The recovery, documentation, and interpretation of information about paleontological resources that may be encountered within the project site would enhance knowledge of prehistory. This information would be available to future paleontological studies, contributing to the collective body of scientific and historic knowledge. With implementation of Mitigation Measure M-GE-1: Paleontological Resource Accidental Discovery, the proposed project's contribution to cumulative impacts, if any, would not be cumulatively considerable. Therefore, this impact would be less than significant.

Topics:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less-Than-Significant Impact*	*No Impact*	*Not Applicable*
14. HYDROLOGY AND WATER QUALITY— Would the project:					
a) Violate any water quality standards or waste discharge requirements?	☐	☐	☒	☐	☐
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☒	☐	☐
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion of siltation on- or off-site?	☐	☐	☒	☐	☐
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?	☐	☐	☒	☐	☐
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☒	☐	☐
f) Otherwise substantially degrade water quality?	☐	☐	☒	☐	☐
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other authoritative flood hazard delineation map?	☐	☐	☐	☐	☒
h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	☐	☐	☐	☐	☒

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact	Not Applicable
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☐	☐	☐
j) Expose people or structures to a significant risk of loss, injury or death involving inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☐	☐

The project site is not located within a 100-year Flood Hazard Boundary,[107] a dam or levee failure area,[108] or a tsunami hazard area.[109] A seiche is an oscillation of a water body, such as a bay, which may cause local flooding. A seiche could occur in San Francisco Bay due to seismic or atmospheric activity. However, the project site is approximately five miles from San Francisco Bay and would not be subject to a seiche. No mudslide hazards exist at the project site because the project site is not located in the immediate vicinity of any landslide prone areas.[110] Therefore, topics 14g, 14h, 14i, and 14j are not applicable.

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

Construction-Related Stormwater Runoff

The project would involve substantial demolition, site-preparation, and construction activities over a 6.12-acre site over a period of approximately 32 to 36 months. The demolition and site-preparation phases of construction, especially during the wet season months, have the greatest potential to result in adverse effects on water quality. Activities including excavation, earthmoving, and grading could expose soil and could result in erosion and excess sediment in stormwater runoff being carried to the combined stormwater/sewer system. In addition, stormwater runoff from temporary on-site use and storage of vehicles, fuels, wastes, and other hazardous materials could carry pollutants to the combined stormwater-sewer system if proper handling methods are not employed.

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107 City and County of San Francisco. 2008. "San Francisco Interim Floodplain Maps." Risk Management-San Francisco Floodplain Management Program. July 2008. Accessed December 18, 2015. http://sfgov.org/sfc/riskmanagement/Modules/Citywide__3d9c.pdf?documentid=1761.

108 City and County of San Francisco. 2012. *Community Safety: An Element of the San Francisco General Plan*, Map 6. June 2012.

109 City and County of San Francisco. 2012. *Community Safety: An Element of the San Francisco General Plan*, Map 5. June 2012.

110 City and County of San Francisco. 2012. *Community Safety: An Element of the General Plan of San Francisco*, Map 4. June 2012.

Because construction activities would disturb more than one acre, the project sponsor would be required to prepare and implement a SWPPP that would be reviewed, approved, and enforced by the San Francisco Department of Building Inspection. The SWPPP would specify best management practices and erosion and sedimentation control measures to prevent erosion and discharge of sediment and other pollutants in stormwater runoff into the City's combined stormwater/sewer system. The SFPUC manages the Construction Site Runoff Control Program to ensure that all construction sites implement Best Management Practices to control construction site runoff. In order to prevent any duplicative efforts, any project requiring a SWPPP under the State Construction General Permit may submit the SWPPP in lieu of an Erosion and Sediment Control Plan in order to comply with the Construction Site Runoff Control Program at the SFPUC. Stormwater runoff from the project site would enter the City's combined stormwater/sewer system and would also be treated at the Oceanside Water Pollution Control Plant in accordance with the standards outlined in City's NPDES permit that covers the treatment plant.

Implementation of the SWPPP in compliance with NPDES, RWQCB, and USEPA regulations regarding wastewater and stormwater treatment would ensure that the proposed project would not violate any water quality standards or waste discharge requirements.

Operation

After completion of construction, the proposed project would follow all applicable water quality regulations for disposal of wastewater. Project-generated wastewater and stormwater would flow into the City's combined stormwater/sewer system and would be treated to standards contained in the City's NPDES Permit for the Oceanside Water Pollution Control Plant prior to discharge into the Pacific Ocean. Project-generated wastewater would be treated at the Oceanside Water Pollution Control Plant during dry weather. If wet-weather flows exceed the capacity of the overall system, the excess is discharged from one of the seven, near-shore CSOD structures. The permit requires wet-weather overflows from CSODs to comply with technology-based requirements based on the USEPA's Combined Sewer Overflow Control Policy.[111] The City of San Francisco requires all projects creating and/or replacing 5,000 square feet or more of impervious surface to comply with stormwater management requirements and to submit an SCP, a signed and recorded Maintenance Agreement, and signed Certificate of Acceptable Construction. The SCP is required to demonstrate the project meets the stormwater quality performance standards contained in the *2016 Stormwater Management Requirements and Design Guidelines,* which meets or exceeds the requirements of the 2013 modification of the NPDES Phase II Municipal Separate

[111] San Francisco Bay RWQCB (Regional Water Quality Control Board) and USEPA (U.S. Environmental Protection Agency). 2009. NPDES Permit No. CA0037681. Issued August 12, 2009. Accessed December 17, 2015. http://www3.epa.gov/region9/water/npdes/pdf/ca/SF-Oceanside-order.pdf.

Storm Sewer System Permit (MS4 Permit).[112] The 2013 MS4 Permit requires the use of Low Impact Design and Green Infrastructure to comply with stormwater management requirements. This requirement is in keeping with San Francisco's policy goals for promoting sustainable development. A Low Impact Design approach applies decentralized, on-site strategies to manage the quantity and quality of stormwater runoff and meet specific performance requirements. Specifically, stormwater on the project site must implement with source controls, biotreatment, and/or active treatment (with specific measures based on site assessment, site constraints, and feasibility considerations) to manage the 90th percentile, 24-hour storm[113]. Building permit approvals would not occur without preparation of an acceptable SCP; therefore, the use of Low Impact Design and Green Infrastructure is assumed to be part of the project.

Through operation of the requirements stated above, this impact would be less than significant, and no mitigation measures are required.

Impact HY-2: The proposed project would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or lowering of the local groundwater table level. (Less than Significant)

The proposed project, like the existing site, would not be connected to the groundwater basin as all buildings would connect to SFPUC's municipal water supply system. In all, 85% of the SFPUC's water supply is derived from the Hetch Hetchy watershed.[114] The other 15% is derived from surface water captured from the Alameda and Peninsula watersheds. Given its service area includes a large portion of the Bay Area and 2.6 million residents, the impact of the project's incremental increase in water demand, if any, would be too small to measure, and thus less than significant. With respect to interference with groundwater recharge, although the project would result in an increase of 47,400 square feet of impervious areas, it would also feature permeable pavement and a landscape plan that includes multiple landscaped gardens, terraces, trees, and planters. The North Westside Groundwater Basin is approximately 14 square miles and has an average annual recharge of 4,846 acre-feet per year. The effects of any changes in impervious surfaces on the project site, when compared to the size of the basin and water in storage, would be negligible; thus, the proposed project's impact on groundwater would be less than significant.

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[112] City of San Francisco. 2016. *2016 Stormwater Management Requirements and Design Guidelines.* May 2016. http://sfwater.org/modules/showdocument.aspx?documentid=9026.

[113] City of San Francisco. 2016. *2016 Stormwater Management Requirements and Design Guidelines.* May 2016. http://sfwater.org/modules/showdocument.aspx?documentid=9026.

[114] San Francisco Water Power Sewer. 2016. "Serving 2.6 Million Residential, Commercial and Industrial Customers." Accessed August 22, 2016. http://www.sfwater.org/index.aspx?page=355.

Geotechnical subsurface exploration for the project included the seven borings drilled to depths ranging between about 10.5 feet and 41.5 feet below existing grade.[115] Groundwater was not encountered within the depths explored in these borings, and no springs or areas of groundwater seepage were observed during site reconnaissance. Therefore, construction of the proposed project would not be expected to have temporary or permanent impacts on groundwater levels in the project vicinity. If groundwater dewatering is required, it would be from very shallow or perched groundwater zones, and would have both highly localized and temporary effects on the water table. As the surrounding areas are likewise served by municipal water, any localized effects would have no impact with respect to wells. However, if wells are to be used for dewatering, well use would need to be approved by the San Francisco Department of Public Health (SFDPH) and SFPUC per the Soil Boring and Well Regulation Ordinance, adopted as Article 12B of the San Francisco Health Code. As the surrounding areas are likewise served by municipal water, any localized effects would have no impact with respect to wells.

Based on the above, this impact would be less than significant, and no mitigation measures are required.

Impact HY-3: The proposed project would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, nor substantially increase the rate or amount of surface runoff in a manner that would result in substantial erosion, siltation, or flooding on or off site. (Less than Significant)

There are no streams or rivers on or adjacent to the project site, and site drainage would continue to be directed to the City's combined sewer system for eventual discharge to the ocean through the Oceanside Water Pollution Control Plant. Once completed, the operation of the project would not substantially affect the rate and volume of runoff from the site through changes in landscaping and impervious surface coverage. Based on review of site plans, the project is likely to increase the coverage of impervious surfaces on the site from 124,300 square feet to 171,700 square feet (a net increase of 47,400 square feet), but would also feature permeable pavement and a landscape plan, as noted in Impact HY-2. Though impervious surfaces typically increase the rate and volume of runoff, permeable pavement and strategically placed landscaping that incorporates Low Impact Design and water quality Best Management Practices may serve to significantly mitigate the impervious surface increase. City regulations require no net increase in stormwater runoff from a site.

As discussed above, the City of San Francisco requires all projects creating and/or replacing 5,000 square feet or more of impervious surface to comply with stormwater management requirements and to submit an SCP, a signed and recorded Maintenance

[115] Alan Kropp & Associates Inc. 2013. *Geotechnical Investigation Report for Kirkham Heights Apartments.* pp. 10–11. Prepared for Westlake Development Partners. December 24, 2013.

Agreement, and signed Certificate of Acceptable Construction. The SCP is required to demonstrate the project meets the stormwater quality performance standards contained in the *2016 Stormwater Management Requirements and Design Guidelines*, which meets or exceeds the requirements of the 2013 modification of the NPDES Phase II MS4 Permit. The 2013 MS4 Permit requires the use of Low Impact Design and Green Infrastructure to comply with stormwater management requirements. This requirement is in keeping with San Francisco's policy goals for promoting sustainable development. A Low Impact Design approach applies decentralized, on-site strategies to manage the quantity and quality of stormwater runoff and meet specific performance requirements.[116] Specifically, stormwater on the project site must implement with source controls, biotreatment, and/or active treatment (with specific measures based on site assessment, site constraints, and feasibility considerations) to manage the 90th percentile, 24-hour storm.[117] Building permit approvals would not occur without preparation of an acceptable SCP; therefore, the use of Low Impact Design and Green Infrastructure is assumed to be part of the project.

For the reasons above, the impacts of the project with respect to this criterion would be less than significant.

Impact HY-4: The proposed project would not create or contribute to runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. (Less than Significant)

San Francisco's Stormwater Management Ordinance (Ordinance No. 83-10) requires the proposed project to maintain or reduce the existing volume and rate of stormwater runoff discharged from the project site. To achieve this, the project would implement and install appropriate stormwater management systems that retain runoff on site, promote stormwater reuse, and limit site discharges before entering the combined sewer collection system. Should the project contribute additional volume of runoff during large storm events, it could exacerbate the existing problem of combined sewer overflows that periodically occur on the west side of the city.

In addition, the project sponsor and construction team shall review and incorporate as many concepts as practicable from *Start at the Source: Site Planning and Design Guidance Manual for Stormwater Quality Protection*.[118] SFPUC shall conduct project design review before the City's project approval occurs, to ensure that the impacts of the project on the combined sewer system have been fully mitigated. Therefore, the proposed project's impacts would be less than significant.

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[116] City of San Francisco. 2016. *2016 Stormwater Management Requirements and Design Guidelines.* May 2016. http://sfwater.org/modules/showdocument.aspx?documentid=9026.

[117] City of San Francisco. 2016. *2016 Stormwater Management Requirements and Design Guidelines.* May 2016. http://sfwater.org/modules/showdocument.aspx?documentid=9026.

[118] Richman, T. and J. Bicknell. 1999. Start at the Source: Site Planning and Design Guidance Manual for Stormwater Quality Protection. WRPMD'99.

Impact C-HY-1: The proposed project, in combination with other past, present, or reasonably foreseeable future projects in the site vicinity, would not result in a cumulatively considerable contribution to significant cumulative impacts on water quality and hydrology. (Less than Significant)

The geographic scope of analysis for impacts to surface water is watershed-based, or in the case of the City, consists of the Westside Combined Sewer System. Other projects in the combined sewer system service area would likewise be required to comply with the City's Stormwater Management Ordinance, Article 4.1 of the San Francisco Public Works Code, and thus would also avoid or substantially reduce potential contributions of sediment or other urban water quality constituents of concern in the City's combined system. As discussed in Impact HY-4, there is a cumulatively significant issue with combined sewer system overflows. However, compliance with the City's Stormwater Management Ordinance would ensure the project would not contribute to this cumulative impact compared to existing conditions. With respect to groundwater impacts, there are no cumulatively significant impacts to which the project would contribute.

Topics:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less-Than-Significant Impact*	*No Impact*	*Not Applicable*
15. HAZARDS AND HAZARDOUS MATERIALS—Would the project:					
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒	☐
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☐	☒
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☐	☒

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact	Not Applicable
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☒	☐	☐	☐	☐
h) Expose people or structures to a significant risk of loss, injury or death involving fires?	☐	☐	☒	☐	☐

The proposed project would not be located within an airport land use plan, within two miles of a public or public use airport, or in the vicinity of a private airstrip. Therefore, topics 15e and 15f, above, are not applicable to the proposed project.

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

Regulatory Framework for Hazardous Materials Handling

Several articles of the San Francisco Health Code implemented by the SFDPH address the handling of hazardous materials, extremely hazardous materials, and hazardous wastes:

- Article 21 of the San Francisco Health Code provides for safe handling of hazardous materials in the city. It requires any person or business that handles, sells, stores, or otherwise uses specified quantities of hazardous materials to keep a current certificate of registration and to implement a hazardous materials business plan. A special permit is required for underground storage tanks (USTs). This article also incorporates state tank regulations.
- Article 21A of the San Francisco Health Code provides for safe handling of federally regulated hazardous, toxic, and flammable substances in the city, requiring businesses that use these substances to register with SFDPH and prepare a Risk Management Plan that includes an assessment of the effects of an accidental release and programs for preventing and responding to an accidental release. (While chlorine would be used under the proposed project and is identified as a regulated substance in accordance with Article 21A, the quantity stored would be less than the threshold quantity of 2,500 pounds; therefore, this article does not apply to the proposed project.)
- Article 22 of the San Francisco Health Code provides for safe handling of hazardous wastes in the city. It authorizes SFDPH to implement the state hazardous waste regulations, including authority to conduct inspections and document compliance.

Impacts Related to Hazardous Materials Use

The proposed project would consist of demolition of the existing buildings on the project site, construction of new residential buildings and associated open space amenities, and reconfiguration of 5th Avenue. Potential for release of hazardous materials resulting from demolition of existing buildings and project construction is discussed below in Impact HZ-2.

Once constructed, small quantities of hazardous materials would presumably be used on site, including cleaning products, solvents, paints, toners, disinfectants, heating unit chemicals, landscaping chemicals, and fertilizers. The use of these chemicals and materials would generally be in quantities too small to create a significant hazard to the public or environment. Requirements of the California Health and Safety Code for safe handling of hazardous materials are implemented by San Francisco Health Code Article 21. Safe use and storage of cleaning products, solvents, paints, toners, disinfectants, heating unit chemicals, landscaping chemicals, and fertilizers on the project site are dictated by the San Francisco Health Code Section 21. Compliance with this code ensures that proper attention is paid to the health, safety, and welfare of construction workers and the public who may be near the site while hazardous materials are in use. There would be no routine transportation of hazardous materials to or from the project site during operation. Impacts related to routine transport, use, or disposal of hazardous materials would be less than significant, and no mitigation measures are required.

Impact HZ-2: The proposed project could create a significant hazard to the public or environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. (Less than Significant)

Regulatory Requirements for Site Investigation and Cleanup

The SFDPH provides oversight for the assessment and remediation of contaminated sites in the City and County of San Francisco under the Site Assessment and Mitigation Program. Types of sites managed under this program include sites subject to the Maher Program (described below) and sites affected by a release from a UST being addressed under the Local Oversight Program. The SFDPH also administers UST and facility closure requirements.

Maher Program. Article 22A of the San Francisco Health Code (also known as the Maher Ordinance) requires, prior to issuance of a building permit, that the project sponsor retain the services of a qualified professional to prepare a Phase I Environmental Site Assessment (ESA) that meets the requirements of San Francisco Health Code Section 22A.6. The Phase I ESA determines the potential for site contamination and level of exposure risk associated with the project. Based on that information, the project sponsor may be required to conduct soil and/or groundwater sampling and analysis. Where such analysis reveals the presence of hazardous substances in excess of state or federal standards, the project sponsor is required to submit a site mitigation plan to SFDPH or other appropriate state or federal agency(ies), and to remediate any site contamination in accordance with an approved site mitigation plan prior to the issuance of any building permit. For departments, boards, commissions,

and agencies of the City and County of San Francisco that authorize construction or improvements on land under their jurisdiction where no building or grading permit is required, the ordinance requires protocols be developed between that entity and SFDPH that will achieve the environmental and public health and safety goals of San Francisco Health Code Section 22A.

San Francisco Health Code Section 22A applies to any site identified within the Maher area as well as any site that is:

- on a lot either currently or previously zoned for or permitted for industrial use;
- within 150 feet of any of the elevated portions of U.S. Highway 101, Interstate 80, or Interstate 280;
- on a lot known or suspected by SFDPH to contain hazardous substances in the soil and/or groundwater; or
- on a lot known or suspected by SFDPH to contain or to be within 100 feet of a UST.

The project would not be subject to Section 22A because it is not located on a site that has been permitted for an industrial use, nor are there any suspected USTs in the project vicinity, as discussed below.

Impacts Related to the Release of Hazardous Materials

A Phase I ESA was prepared for the project site in July 2015.[119] The ESA is based on a review of prior environmental documents, interviews, a review of environmental agency databases and records, and a site reconnaissance. Based on the information contained in the ESA, the project site was undeveloped land on the northern slope of Mount Sutro until approximately 1950, when the existing 11 multistory apartment buildings were constructed. The historic use of the site does not indicate the storage or use of any hazardous materials that could impact soil or groundwater quality beneath the site. In addition, no historic or current USTs were identified on the site.

The ESA did not reveal any significant recognized environmental conditions (presence or likely presence of hazardous substances or petroleum productions), controlled recognized environmental conditions (a recognized environmental concern that has been addressed to the satisfaction of the applicable regulatory agency), or historically recognized environmental conditions (a past recognized environmental concern that has been addressed to the satisfaction of the applicable regulatory agency).

Due to the age of the existing buildings, there is the possibility for asbestos-containing building materials (ACBMs) and lead-based paints to be encountered during demolition of the existing buildings. Demolition of existing buildings and removal of construction debris could release ACBMs or lead into the air.

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[119] Cornerstone Earth Group. 2015. *Phase I Environmental Site Assessment: The Kirkham Project*. p. 15. Prepared for Westlake Urban LLC. July 2, 2015.

All demolition and construction activities with the potential to disturb ACBMs would be required to comply with federal, state, and local regulations related to the removal and disposal of ACBMs. Section 19827.5 of the California Health and Safety Code requires that local agencies not issue demolition or alteration permits until an applicant has demonstrated compliance with notification requirements under applicable federal regulations regarding hazardous air pollutants, including asbestos. The BAAQMD is vested by the California legislature with authority to regulate airborne pollutants, including asbestos, through both inspection and law enforcement, and is to be notified 10 days in advance of the work of any demolition or renovation project that involves the removal of 100 square feet or more of ACBMs.

Notification includes the names and addresses of operations and persons responsible; description and location of the structure to be demolished/altered including size, age, and prior use; the approximate amount of friable asbestos that would be removed or disturbed; the scheduled starting and completion dates of demolition or abatement; the nature of the planned work and methods to be employed; the procedures to be employed to meet BAAQMD requirements; and the name and location of the waste disposal site to be used. Approved methods for control of ACBMs during abatement include adequate wetting of all ACBMs and providing containment with a negative air pressure ventilation system to prevent migration of ACBMs. The BAAQMD randomly inspects asbestos-removal operations. In addition, the BAAQMD will inspect any removal operation when a complaint has been received.

The local office of the California Occupational Safety and Health Administration must be notified of asbestos abatement. Asbestos abatement contractors must follow state regulations contained in 8 CCR 1529 and 8 CCR 341.6 through 341.17 where there is asbestos-related work involving 100 square feet or more of ACBMs. Asbestos removal contractors must be certified as such by the Contractors Licensing Board of the State of California. The owner of the property where abatement is to occur must have a Hazardous Waste Generator Number assigned by and registered with the Office of the California Department of Health Services in Sacramento. The contractor and hauler of the material are required to file a Hazardous Waste Manifest, which details the hauling of the material from the site and the disposal of it. Pursuant to California law, DBI would not issue the required permit until the applicant has complied with the notice and abatement requirements described above.

Accordingly, the project sponsor would ensure that the existing buildings are surveyed for ACBMs prior to demolition, and would provide the BAAQMD with notification of planned demolition activities a minimum of 10 days prior to these activities. The project sponsor would retain a certified asbestos removal contractor to completely remove all ACBMs prior to demolition using BAAQMD-approved methods and would also retain a licensed waste hauler to legally dispose of the removed materials. Implementation of the required procedures in accordance with the legal requirements described above, already established as a part of the permit review process, would ensure that any potential impacts due to demolition of existing buildings with ACBMs would be less than significant.

All demolition and construction activities with the potential to disturb lead-based paints would be required to comply with the regulations of San Francisco Building Code Section 3407, which regulates the removal and disposal of materials containing lead-based paint. Work that could result in the disturbance of lead paint must comply with Section 3407 of the San Francisco Building Code, Work Practices for Exterior Lead-Based Paint on Pre-1979 Buildings and Steel Structures. Where there is any work that may disturb or remove lead paint on the exterior of any building built prior to December 31, 1978, Chapter 34, Section 3407 requires specific notification and work standards, and identifies prohibited work methods and penalties.

Section 3407 applies to the exterior of all buildings or steel structures on which original construction was completed prior to 1979 (which are assumed to have lead-based paint on their surfaces, unless demonstrated otherwise through laboratory analysis), and to the interior of residential buildings, hotels, and childcare centers. The project contractor would use Best Management Practices in removing lead-based paint, if encountered, as required by Section 3407.1. Removal and disposal of building materials that contain lead-based paint would be conducted under regulations for transport and disposal of hazardous waste. Therefore, project-related impacts related to lead-based paint would be less than significant.

Section 3407 also includes notification requirements and requirements for signs. Prior to commencement of work, the responsible party must provide written notice to the Director of the DBI of the address and location of the project; the scope of work including specific location; methods and tools to be used; the approximate age of the structure; anticipated job start and completion dates for the work; whether the building is residential or nonresidential, owner-occupied or rental property; the dates by which the responsible party has or will fulfill any tenant or adjacent property notification requirements; and the name, address, telephone number, and pager number of the party who will perform the work. The code contains provisions regarding inspection and sampling for compliance by DBI, and enforcement, and describes penalties for noncompliance. Compliance with these regulations and procedures, as required by the San Francisco Building Code, would ensure that potential impacts related to the demolition of existing buildings with lead-based paint are less than significant.

Compliance with all applicable federal, state, and local regulations with regard to removal and disposal of ACBMs and lead-based paint would ensure that the proposed project would not create a significant hazard to the public or environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. Thus, impacts related to release of hazardous materials into the environment would be less than significant.

Impact HZ-3: The proposed project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. (No Impact)

The project site is not located within 0.25 mile of any existing or proposed schools. The closest school to the project site is Independence High School, located approximately 0.4 mile north of the project site at 1350 7th Avenue. The Alice Fong Yu Alternative School (K–8) is located approximately 0.46 mile west of the project site at 1541 12th Avenue. Therefore, the project would have no impact related to emission of hazardous materials within 0.25 mile of an existing or proposed school.

Impact HZ-4: The project site is not included on a list of hazardous materials sites and would not create a significant hazard to the public or environment. (No Impact)

The proposed project is not located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 (the Hazardous Waste and Substances Sites List (or Cortese List).[120] Therefore, the project would have no impact on significant hazards to the public or environment from inclusion on a list of hazardous materials sites.

Impact HZ-5: The proposed project could impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan or expose people or structures to a significant risk of loss, injury or death involving fires. (Potentially Significant)

The San Francisco Building Code and the San Francisco Fire Code ensure fire safety within the city. The Building Code and the Fire Code include general precautions against fire, emergency planning and preparedness provisions, access to buildings and other fire service features, fire protection systems and means of egress requirements.[121] Compliance with Building Code and the Fire Code regulations related to fire safety would ensure that implementation of the project would not interfere with the City's emergency response plans or expose people or structures to a significant risk of loss, injury, or death involving fires.

Implementation of the proposed project streetscape improvements would comply with regulations for emergency vehicle access to the project site. Although compliance with the Building Code and the Fire Code are required for project approval, it is expected that this impact would be less than significant; however, since the project is currently under review by the San Francisco Fire Department, this impact will be analyzed in the EIR.

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[120] Department of Toxic Substances Control. 2015. "List of Hazardous Waste and Substances Sites." EnviroStor database. Accessed December 17, 2015. http://www.envirostor.dtsc.ca.gov.

[121] San Francisco Fire Code. Approved October 3, 2013. Amended August 6, 2015. Accessed December 17, 2015. http://library.amlegal.com/nxt/gateway.dll/California/fire/2013firecode?f=templates$fn=default.htm$3.0$vid=amlegal:sanfrancisco_ca$sync=1.

Impact C-HZ-1: The proposed project, in combination with other past, present, or reasonably foreseeable future projects in the site vicinity, could result in a considerable contribution to significant cumulative impacts related to hazards and hazardous materials. (Potentially Significant)

As discussed under Impacts HZ-1 through HZ-4, implementation of the proposed project would result in less-than-significant impacts related to the use, transport, or handling of hazardous materials during demolition and construction, and would not have hazard-related impacts during project operation, although the impact related to implementation of an adopted emergency response plans or emergency evacuation plan will be discussed in the EIR, pending ongoing coordination with the SFFD. Hazardous material impacts typically occur in a local or site-specific context versus a cumulative context combined with other projects. Reasonably foreseeable cumulative residential projects within 0.25 mile of the project site would be subject to the same regulatory oversight as the proposed project. This includes regulatory requirements for transporting hazardous materials or disposing of hazardous waste. Hazardous waste and medical waste generated by ongoing operations at the UCSF Parnassus Campus medical facility would be handled, transported, and disposed of in compliance with state and federal law, as applicable, under the local supervision of the SFDPH Hazardous Materials Unified Program Agency. Compliance with applicable regulations would minimize the cumulative projects' potential to expose persons and the environment to hazardous materials.

Based on the above, the proposed project, in combination with other foreseeable projects, would be unlikely to result in a significant cumulative impact related to hazards and hazardous materials. However, given the ongoing review of the project by the SFFD, this topic will be addressed in greater detail in the EIR.

Topics:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less-Than-Significant Impact*	*No Impact*	*Not Applicable*
16. MINERAL AND ENERGY RESOURCES—Would the project:					
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒	☐
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?	☐	☐	☐	☒	☐
c) Encourage activities which result in the use of large amounts of fuel, water, or energy, or use these in a wasteful manner?	☐	☐	☒	☐	☐

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

The project area is within an urbanized area designated as Mineral Resource Zone 4 (MRZ-4) by the California Division of Mines and Geology under the Surface Mining and Reclamation Act of 1975.[122] The MRZ-4 designation signifies that there is not adequate information available for classification into another MRZ.[123] Additionally, the project site is not designated as an area of significant mineral deposits. The proposed project site is primarily developed and located within a developed area of the city. Implementation of the proposed project would not adversely affect mineral resources, nor would it result in the loss of availability of a known mineral resource that would be of value to the region and residents of the state. Therefore, there would be no impact on mineral resources, and no mitigation measures are required.

Impact ME-2: The proposed project would not encourage activities that result in the use of larger amounts of fuel, water, or energy, or use these in a wasteful manner. (Less than Significant)

San Francisco established green building requirements for new residential and commercial buildings in 2008. The Green Building Ordinance, Chapter 13C of the San Francisco Building Code, combines the 2010 California Green Building Standards Code with stricter local green building requirements. As a new residential development, the project would be required to be GreenPoint Rated and achieve a minimum of 75 GreenPoints, or alternatively obtain a Leadership in Energy and Environmental Design (LEED) Silver certification.[124] The GreenPoint Rated Checklists for Single-Family and Multifamily homes includes potential measures to meet the GreenPoint requirements laid out in chapter 13C of the City's Building Code. The checklist includes specific measures in each of the following categories along with the number of GreenPoints that measure would earn: site, foundation, landscape, structural frame and building envelope, exterior, insulation, plumbing, heating, ventilation and air conditioning, renewable energy, building performance and testing, finishes, flooring, appliances and

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[122] California Division of Mines and Geology. 1982. "Mineral Land Classification Map: Aggregate Resources Only San Francisco County." Special Report 146 Plate 2.41. Accessed December 16, 2015. ftp://ftp.consrv.ca.gov/pub/dmg/pubs/sr/SR_146-2/SR-146_Plate_2.41.pdf.

[123] California Division of Mines and Geology. 1987. "Special Report 146 Mineral Land Classification: Aggregate Materials in the San Francisco –Monterey Bay Area, Part II Classification of Aggregate Resource Areas South San Francisco Bay Production-Consumption Region." Accessed December 16, 2015. ftp://ftp.consrv.ca.gov/pub/dmg/pubs/sr/SR_146-2/SR_146-2_Text.pdf.

[124] San Francisco Building Code, Chapter 13C Green Building Requirements, Section 13C.4.103.1.1 – New Low Rise Residential Buildings. As amended August 1, 2013. Accessed December 17, 2015. http://sfdbi.org/sites/sfdbi.org/files/migrated/FileCenter/Documents/Boards_and_Commissions/Green_Building_Subcommitee/2013/Green_Building_08_01_13_Item_2.pdf.

lighting, community and other.[125] Implementation of the proposed project would meet current state and local codes concerning energy consumption requirements and would meet or exceed the City's Green Building Ordinance requirements. There would be a less-than-significant impact on energy, water, and fuel resources. No mitigation measures are required.

Impact C-ME-1: The proposed project, in combination with other past, present, or reasonably foreseeable projects in the site vicinity, would not result in a cumulatively considerable contribution to significant impacts related to energy and mineral resources. (Less than Significant)

As discussed in Impact ME-1, above, no known minerals exist at the project site, and therefore the proposed project would not contribute to cumulative impacts on mineral resources.

In December 2002, the City adopted the *Electricity Resource Plan*, which includes implementation steps for strategies to maximize energy efficiency, develop renewable power, and ensure reliable power. In response to the Board of Supervisors' guidance in its 2009 Ordinance 94-09, SFPUC staff developed an updated Electricity Resource Plan.[126] This update identifies proposed recommendations to work towards achieving the broad policy goals laid out in the 2002 Plan.

These efforts, together with conservation, will be part of the statewide effort to achieve energy sufficiency. The project-generated demand for electricity would be negligible in the context of overall demand within San Francisco and the state, and would not, in and of itself, require a major expansion of power facilities. Therefore, implementation of the proposed project, in combination with past, present, or reasonably foreseeable projects in the project site vicinity, would not result in any cumulatively considerable contribution to a significant cumulative impact on mineral and energy resources, either directly or indirectly. No mitigation measures are necessary.

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[125] Build It Green. n.d. New Home Single Family Checklist v6.0.2. Accessed December 17, 2015. https://www.builditgreen.org/greenpoint-rated/documents-checklists.

[126] SFPUC (San Francisco Public Utilities Commission). 2011. "Executive Summary." In *San Francisco's 2011 Updated Electricity Resource Plan,* pp. 1–20. March 2011.

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact	Not Applicable
17. AGRICULTURE AND FOREST RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. **—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?	☐	☐	☐	☒	☐

Impact AF-1: The proposed project would not convert farmland or forest land to non-agricultural or non-forest use, nor would it conflict with existing zoning for agricultural uses or forest land or cause rezoning of forest land or timberland. (No Impact)

The project site is not located within an area of prime farmland, unique farmland, or farmland of statewide importance. The California Department of Conservation's Farmland Mapping and Monitoring Program identifies the project site as Urban and Built-up Land.[127] Urban and Built-up Land is the designation given to areas occupied by structures with a building density of at least one unit to 1.5 acres. The project site contains no agricultural or forest resources (available for logging) that would be converted as a result of the proposed project. The proposed project would not conflict with existing zoning for agricultural uses or a Williamson Act contract. The project site is zoned RM-2 and would not conflict with existing zoning for forest land or timberland or result in the rezoning of forest land or timberland to non-forest uses. Implementation of the proposed project would not involve other changes that would result in the

[127] California Department of Conservation. 2013. "San Francisco Bay Area Important Farmland 2010" [map]. 1:250,000. Farmland Mapping and Monitoring Program. Accessed December 17, 2015. ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/regional/2010/bay_area_fmmp2010.pdf.

conversion of farmland to non-agricultural uses. Therefore, the project would have no impacts with respect to the loss or conversion of agricultural and forest resources. No mitigation measures are required.

Impact C-AF-1: The proposed project, in combination with other past, present, and reasonably foreseeable future projects in the vicinity, would not result in a cumulatively considerable contribution to a significant cumulative impact on agricultural resources or forest land or timberland. (No Impact)

As discussed above, there are no existing agricultural or forest uses (logging) on the project site or in the project vicinity, nor is there any zoning related to agricultural or forest uses, nor are any such uses anticipated. The proposed project would not result in land use conflicts related to agricultural- and forest-related land uses. Therefore, there would be no cumulatively considerable contribution to a significant cumulative impact with respect to agricultural or forest resources and no mitigation is necessary.

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

F. MITIGATION MEASURES AND IMPROVEMENT MEASURES

Mitigation measures identified in the analyses in Section E are recapitulated here.

Mitigation Measure M-CR-1: Accidental Discovery

The project sponsor shall distribute the Planning Department archaeological resource "ALERT" sheet to the project prime contractor; to any project subcontractor (including demolition, excavation, grading, foundation, pile driving, etc., firms); or utilities firm involved in soils-disturbing activities within

the project site. Prior to any soils-disturbing activities being undertaken, each contractor is responsible for ensuring that the "ALERT" sheet is circulated to all field personnel, including machine operators, field crew, pile drivers, supervisory personnel, etc. The project sponsor shall provide the Environmental Review Officer (ERO) with a signed affidavit from the responsible parties (prime contractor, subcontractor(s), and utilities firm) to the ERO confirming that all field personnel have received copies of the Alert Sheet.

Should any indication of an archaeological resource be encountered during any soils-disturbing activity of the project, the project Head Foreman and/or project sponsor shall immediately notify the ERO and shall immediately suspend any soils-disturbing activities in the vicinity of the discovery until the ERO has determined what additional measures should be undertaken. If the ERO determines that an archaeological resource may be present within the project site, the project sponsor shall retain the services of an archaeological consultant from the pool of qualified archaeological consultants maintained by the Planning Department archaeologist. The archaeological consultant shall advise the ERO as to whether the discovery is an archaeological resource which retains sufficient integrity and is of potential scientific/historical/cultural significance. If an archaeological resource is present, the archaeological consultant shall identify and evaluate the archaeological resource. The archaeological consultant shall make a recommendation as to what action, if any, is warranted. Based on this information, the ERO may require, if warranted, specific additional measures to be implemented by the project sponsor.

Measures might include: preservation in situ of the archaeological resource; an archaeological monitoring program; or an archaeological testing program. If an archaeological monitoring program or archaeological testing program is required, it shall be consistent with the Environmental Planning Division guidelines for such programs. The ERO may also require that the project sponsor immediately implement a site security program if the archaeological resource is at risk from vandalism, looting, or other damaging actions. The project archaeological consultant shall submit a Final Archaeological Resources Report (FARR) to the ERO that evaluates the historical significance of any discovered archaeological resource and describes the archaeological and historical research methods employed in the archaeological monitoring/data recovery program(s) undertaken. Information that may put at risk any archaeological resource shall be provided in a separate removable insert within the final report. Copies of the Draft FARR shall be sent to the ERO for review and approval.

Mitigation Measure M-BIO-1: Preconstruction Surveys for Bat Roosts
Preconstruction surveys for bat roosts shall be conducted by a qualified biologist to identify potential bat habitat and identify active roost sites not more than 14 days prior to the initiation of construction. The biologist must be experienced in the identification of special-status bats. If special-status bats are found on site, the qualified biologist shall coordinate with California Department of Fish and

Wildlife (CDFW) to identify a plan that would address appropriate avoidance and/or exclusion techniques. Avoidance measures are focused on maternity roosts for any species of bat, either common or special-status, that cannot be demolished until the young are able to fly independently of their mothers. Roost entrances shall be fitted with one-way doors, or similar devices, that allow exits but prevent entrance for a period of several days to encourage bats to relocate passively. A no disturbance buffer shall also be established around the roost sites. The qualified biologist shall be present during tree trimming and disturbance to rock crevices or outcrops if bat roosts are present. Trees and rock crevices with roosts shall be disturbed only when no rain is occurring or is forecast to occur for three days and when daytime temperatures are at least 50 degrees Fahrenheit (°F). Trimming of trees containing or suspected to contain roost sites shall be done under supervision of the biologist and implemented over two days. On day one, branches and limbs not containing cavities or fissures in which bats could roost shall be cut. The following day, branches or limbs containing roost sites shall be trimmed. This work will all be done using chainsaws. A report documenting the implementation of the plan shall be provided to CDFW within one month of the start of project construction activities. Compliance with these requirements and coordination with CDFW will ensure that impacts to bats will be less than significant.

Mitigation Measure M-BIO-2: Preconstruction Nesting Survey
If any construction activities are scheduled during the nesting season (February through August), a qualified biologist shall conduct a preconstruction nest survey of all vegetation on and within 50 feet of the project site. The survey shall be conducted no more than 14 days prior to the start of vegetation removal or building demolition work. To avoid and minimize potential impacts on nesting birds and raptors, a no disturbance buffer zone shall be established around active nests during the breeding season until the young have fledged and are self-sufficient, when no further mitigation would be required. Typically, the size of individual buffers ranges from a minimum of 250 feet for raptors to a minimum of 50 feet for other birds but can be adjusted based on an evaluation of the site by a qualified biologist in cooperation with the U.S. Fish and Wildlife Service and/or CDFW.

Mitigation Measure M-GE-1: Paleontological Resource Accidental Discovery
For construction components that require excavation at depths within the Franciscan Assemblage, the following measures shall be undertaken to avoid any significant potential project related adverse effect on paleontological resources.

Before the start of any earthmoving activities, the project sponsor shall retain a qualified paleontologist to train all construction personnel involved with earthmoving activities, including the site superintendent, regarding the possibility of encountering fossils, the appearance and types of fossils likely to be seen during construction, and proper notification procedures should fossils be encountered.

If paleontological resources are discovered during earthmoving activities, the construction crew shall immediately cease work near the find, and notify the Project Sponsor and the San Francisco Planning Department. The project sponsor shall retain a qualified paleontologist to evaluate the resource and prepare a recovery plan in accordance with Society of Vertebrate Paleontology guidelines.[128] The recovery plan may include a field survey, construction monitoring, sampling and data recovery procedures, museum storage coordination for any specimen recovered, and a report of findings. Recommendations in the recovery plan that are determined by the City to be necessary and feasible shall be implemented before construction activities can resume at the site where the paleontological resources were discovered.

G. PUBLIC NOTICE AND COMMENT

Concurrently with this Initial Study, the San Francisco Planning Department has issued a Notice of Preparation (NOP) of an Environmental Impact Report (EIR) for the 1530 5th Avenue Project. Together, the NOP and this Initial Study are called the NOP/Initial Study. The NOP/Initial Study (or a Notice of Availability of a NOP/Initial Study) is sent to owners of properties within 300 feet of the project site, neighborhood organizations, and other interested parties. Publication of the NOP/Initial Study initiates a 30-day public review and comment period. Comments received on the NOP/Initial Study will be considered in preparation of the EIR analysis.

H. DETERMINATION

On the basis of this Initial Study:

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

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

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

[128] Society of Vertebrate Paleontology. 2010. *Standard Procedures for the Assessment and Mitigation of Adverse Impacts to Paleontological Resources.* Accessed October 19, 2016. http://vertpaleo.org/The-Society/Governance-Documents/SVP_Impact_Mitigation_Guidelines.aspx.

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

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

DATE_____

_____

Lisa M. Gibson
Acting Environmental Review Officer
for
John Rahaim
Director of Planning

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APPENDIX A
Proposed Project Plans







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12 . . . . . View of Kirkham Steps and Community Terrace
13 . . . . . View from 6th Avenue and Kirkham Street
14 . . . . . East/West Site Sections
15 . . . . . North/South Site Sections
16 . . . . . Open Space Diagram
17 . . . . . Overall Site Plan
18 . . . . . Community Terrace
19 . . . . . Blue Mountain Steps
20 . . . . . Elderberry Garden
21 . . . . . Technical Site Plan
22 . . . . . Enlarged Streetscape Areas
23 . . . . . Representative Street Improvements
24 . . . . . Open Space Diagram
25 . . . . . Fire Access Diagram
26 . . . . . Building 1
29 . . . . . Building 2
35 . . . . . Building 3
38 . . . . . Building 4
43 . . . . . Building 5
48 . . . . . Building 6
56 . . . . . Height Analysis Code
57 . . . . . Height Analysis Axon
58 . . . . . Height Diagram
59-67 . . . . . Height Analysis Diagrams

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The Kirkham Project is proposed for an approximately 6.12-acre site located at the western edge of the Mount Sutro Open Space Reserve near the intersection of Fifth Avenue and Kirkham Street in the Inner Sunset District. The site is adjacent to the UCSF Parnassus Campus and within walking distance of the Irving Street retail corridor and Golden Gate Park. Access to the site is via 5th Avenue—a narrow, steep, public street that terminates in a cul-de-sac at the top of the site.

The hillside site is currently developed with 86 rent controlled apartments located in 11 buildings that were constructed in 1950. The buildings vary in height from two to four stories and are located on graded terraces that step up the hillside and connect to Fifth Avenue (a public street) via curvilinear driveways. An elevation difference of approximately 160 feet exists from the lowest area on the site (380' above sea level) to the highest developed point (540' above sea level.) The property includes approximately two acres of undeveloped open space on forested land adjacent to UCSF's Mount Sutro Open Space Reserve on the easterly edge of the site. The site provides multiple vantage points for views of the Pacific Ocean, Marin Headlands and the Golden Gate Bridge.

As part of the proposed project, the Project Sponsor proposes to 1) demolish the existing buildings; 2) redesign and reconstruct the portion of 5th Avenue within the project boundaries; and 3) construct six new buildings with 86 new rent controlled units to replace the 86 existing rent-controlled units and up to 359 new additional units.

Complete Streets:
The proposed project has been designed to implement City policies related to "Complete Streets" including:

- Improved public safety with emergency vehicle access, pedestrian scaled lighting, street furniture, and sustainable infrastructure
- Widened sidewalks
- Landscaped streets and open spaces

Transit First:
The proposed project has been designed to implement City policies related to "Transit First" and a multi-modal transportation strategy including:

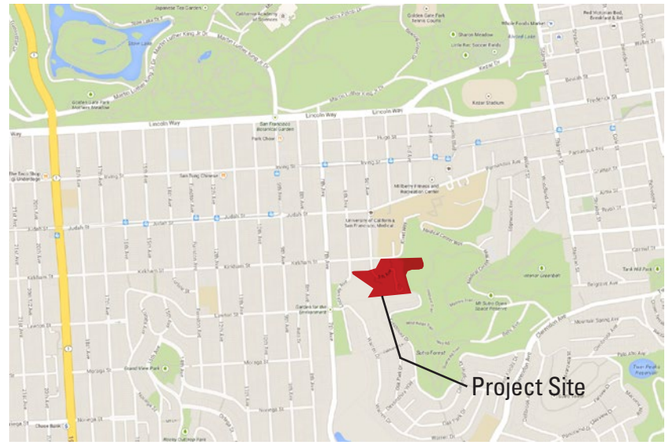
- Accessible auto-free zones,
- Car share, bike and scooter share
- Bicycle storage
- Parking ratio of approximately .6 spaces per unit.

Accessibility:
The proposed project has been designed to implement City policies related to accessibility, including improvements to accessibility throughout the site including:

- Accessible parking spaces
- Elevator served buildings (100% of existing units require access via stairs)
- Wheelchair accessible open space/plazas
- Provisions for universal design features within residential units

Improved Urban Design Character:
As one of San Francisco's first major infill developments on the west side, the proposed plan demonstrates creative urban design including:

- Buildings that are connected to the street—stoops, front doors and residential lobbies connect directly to the public sidewalk and windows have views onto the street
- Sidewalks on both sides of the street for improved pedestrian accessibility
- Stairways that connect to the Inner Sunset Neighborhood and improve accessibility to UCSF
- Stairways that connect and provide access to the Mount Sutro Open Space Reserve
- Useable open spaces and plazas
- Approximately two acres of forested open space with view overlooks
- Building heights that comply with the City's 40-foot height limit
- Building orientation with entries oriented to common open spaces
- Parking spaces located in efficient, centrally located parking garages
- The majority of the parking spaces to be located in parking garages beneath two of the new buildings.



LOCATION MAP

SITE STATISTICS

Site Area: 1530-1585 5th Avenue	Approximately 6.12 acres (266,768 sq ft) 5th Ave ROW: 0.8 acres
Open/Forested Area to remain: 2 acres (+ Private/Shared Open Space)	
Open Space Required:	80 sf/unit if private (* 1.33 if common) 1.08 ACRES (47,348 SF if all common)
Open Space Provided:	6,895 sf private open space 39,882 sf common open space
Zoning:	RM-2
Current Units:	86 units (to be replaced)
Current Parking:	86 spaces + 7 guest/employee spaces
Units allowed:	445 units (1:600 sf)
Units allowed w/PUD	667 units (1:400-1 unit)
New 5th Ave ROW:	approx. 0.74 acres
Units Proposed:	390-445 units
Unit Types:	Studios, one, two, and three bedroom units, including 12 two-bedroom units and 74 one-bed room units as replacement units for the existing rent controlled apartments
Parking Proposed:	Up to approximately 250 spaces (Approximately 0.6 spaces/unit)

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INNER SUNSET NEIGHBORHOOD RETAIL DISTRICT

Irving St.

N-JUDAH MUNI LINE

4-6 MIN WALK

Parnassus Ave

5-10 MIN WALK

UCSF Shuttles
10 lines throughout city

Judah St.

5-10 MIN WALK

10th Ave.

9th Ave.

8th Ave.

7th Ave.

6th Ave.

5th Ave.

UCSF
Parnassus

Koret Way

Medical Center Way

Surge Bldg

Historic Trail

Woodland Creek

Historic Trail

Edgewood Trail

Chancellor's Residence

Fairy Gates

Medical Center Way

Trail

Johnstone Dr

Community Center

Mystery Trail

Mount Sutro Summit

908'

Ridge Trail

North Ridge Trail

East Ridge Trail

Rotary Meadow

Crestmont Dr West

Ridge Trail

Adolph Sutro

Kirkham St.

5 MIN WALK

THE KIRKHAM PROJECT

Locksley Ave.

Lawton St.

Warren Dr.

THE KIRKHAM PROJECT | VICINITY AND TRANSIT MAP

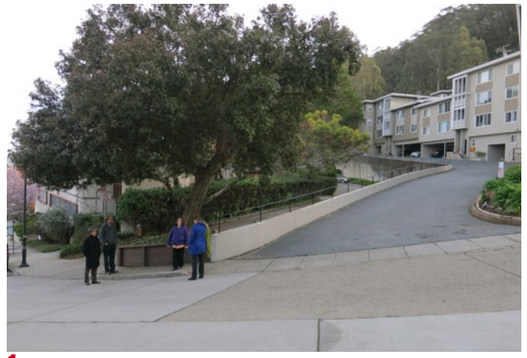
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1 - Sidewalk and driveway at property line (Building 1530)



2 - Street view up 5th Avenue from property line (Building 1545)



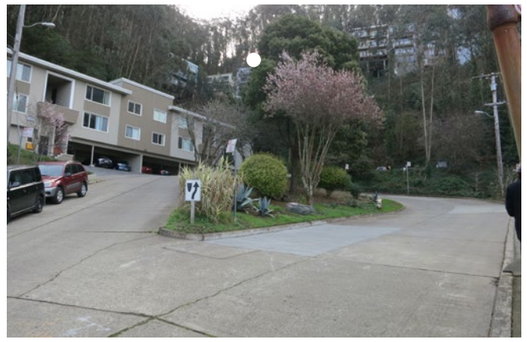
3 - View from Kirkham/Koret Way showing Concrete Retaining (Building 1550)



4 - View of steep slope leading up to Building 1570



5 - Building 1580



6 - Dead-end traffic circle at end of 5th Avenue (Building 1580)



7 - Rear of Building 1580



8 - Picnic area between Building 1555 and Building 1575 looking east



9 - Streetscape view up 5th Avenue



10 - UCSF property parking entrance below Building 1540



11 - Parking court for Building 1545

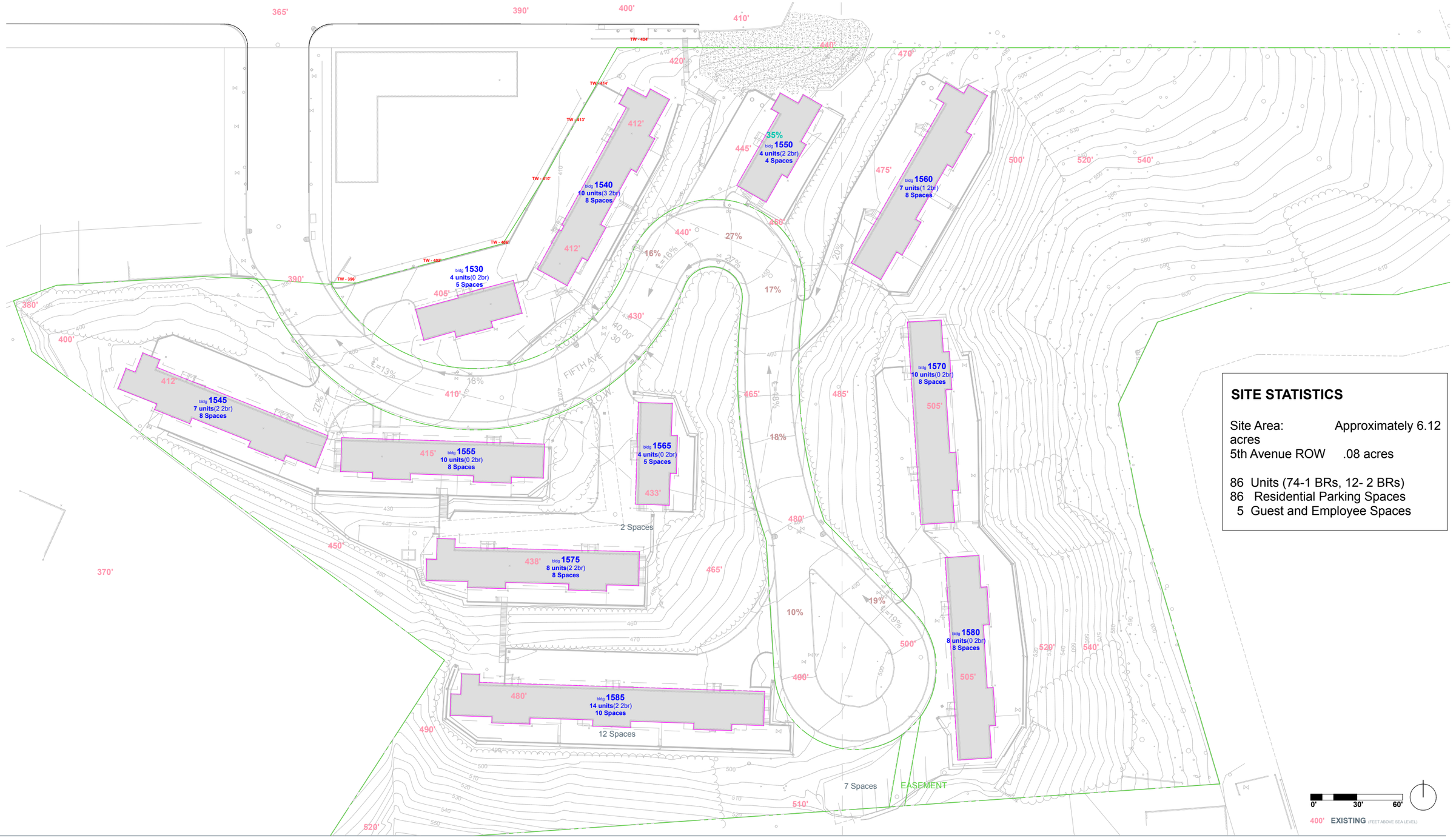


KEY PLAN

THE KIRKHAM PROJECT | EXISTING SITE AND AERIAL

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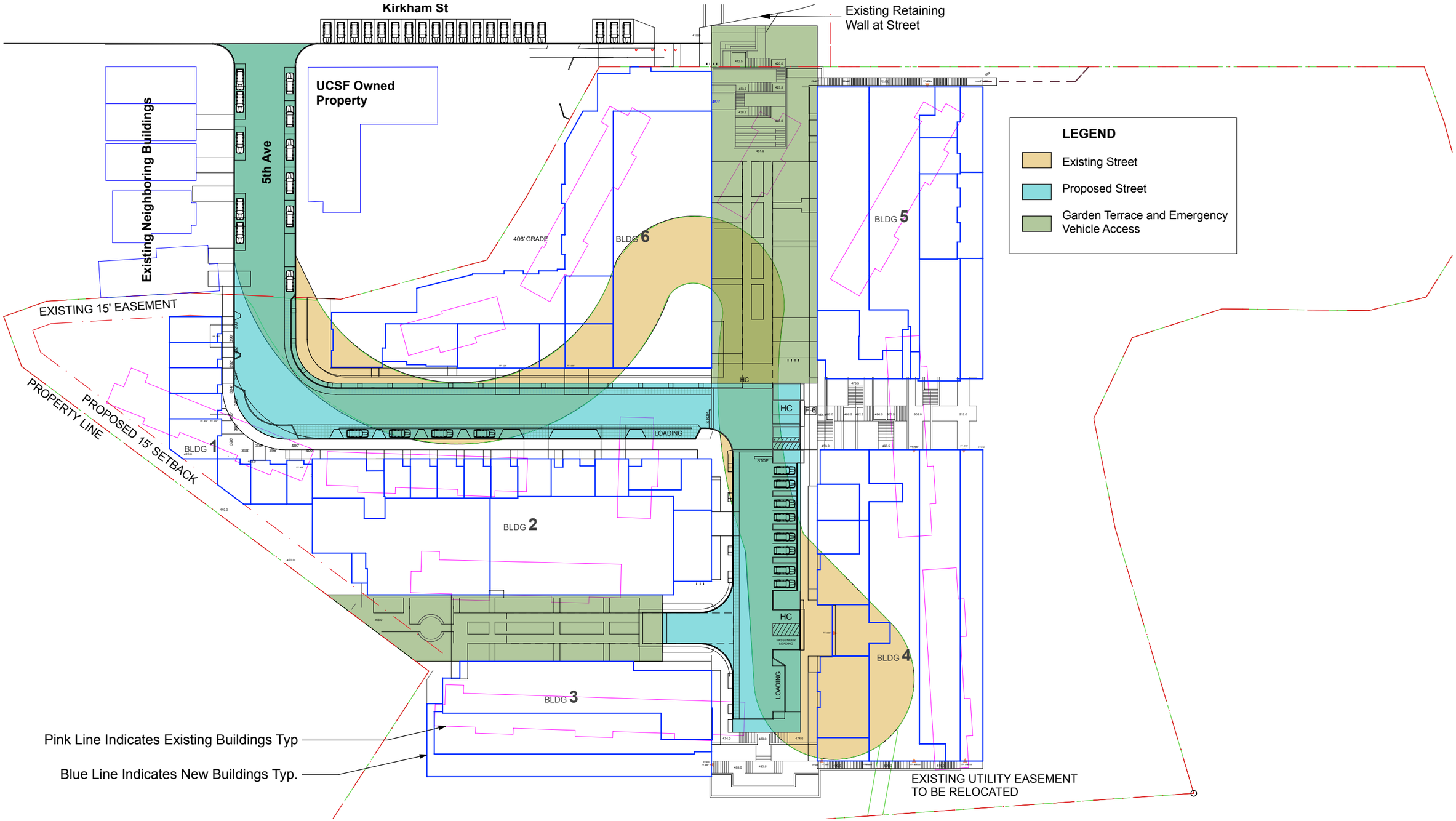
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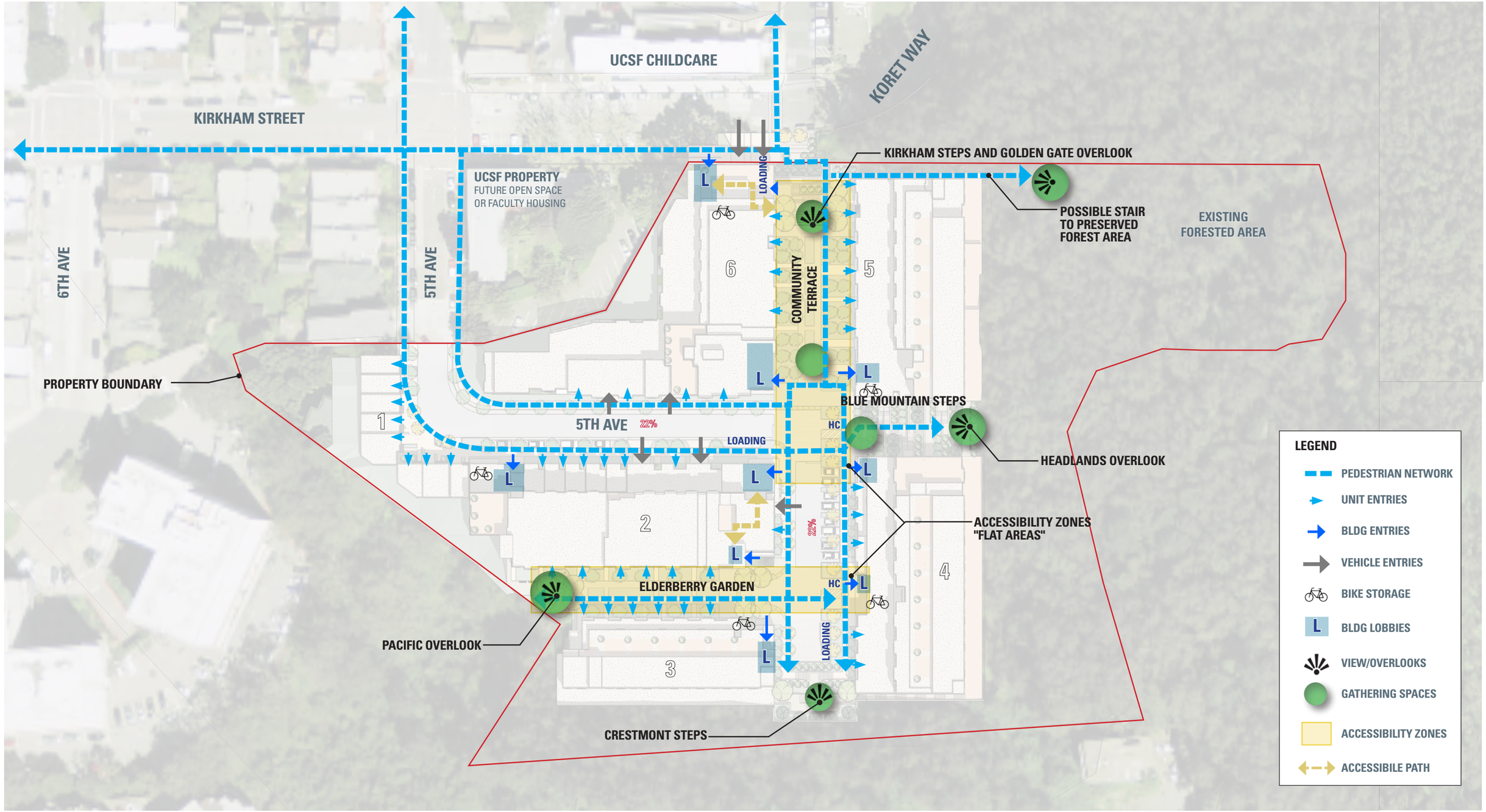


SITE STATISTICS

Site Area: Approximately 6.12 acres
5th Avenue ROW .08 acres

86 Units (74-1 BRs, 12- 2 BRs)
86 Residential Parking Spaces
5 Guest and Employee Spaces

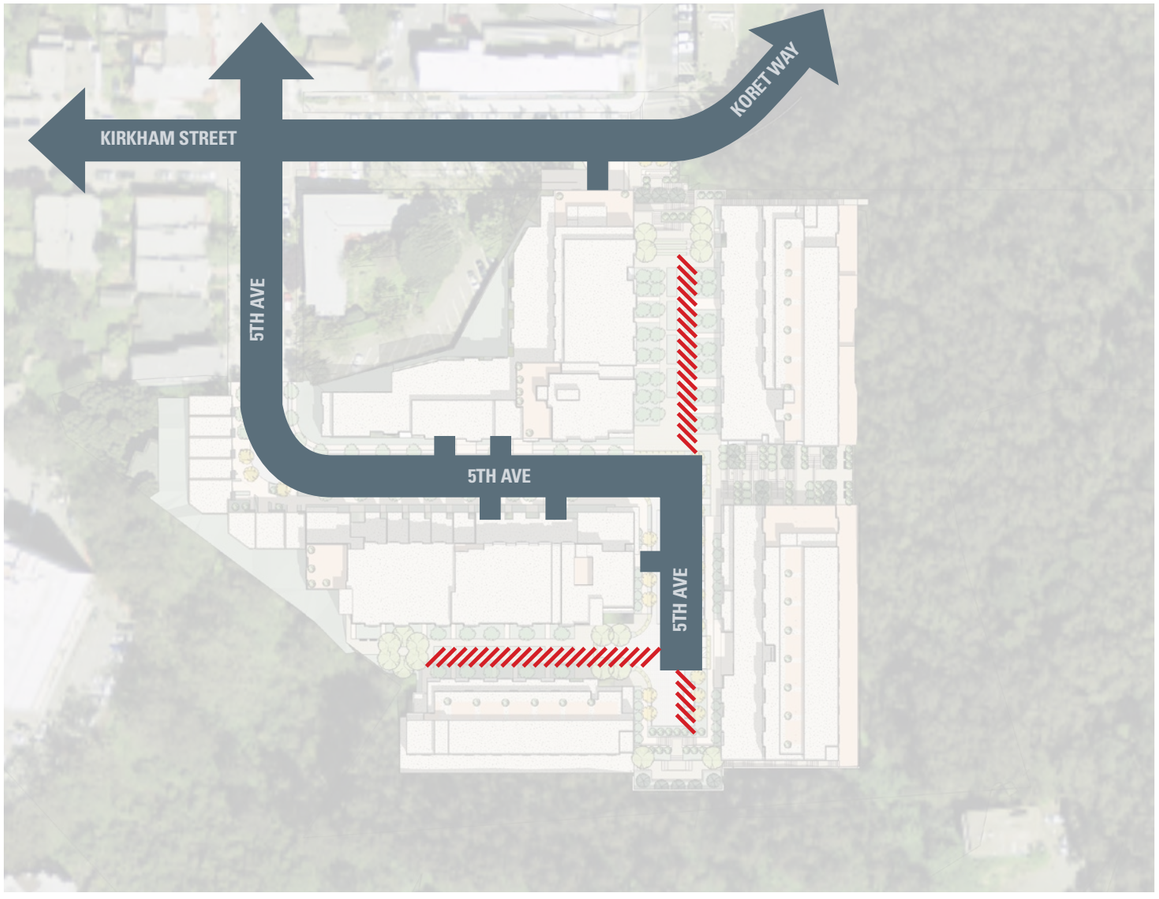

Kirkham St
Existing Retaining Wall at Street
UCSF Owned Property
Existing Neighboring Buildings
5th Ave
406' GRADE
BLDG 6
BLDG 5
EXISTING 15' EASEMENT
PROPERTY LINE
PROPOSED 15' SETBACK
BLDG 1
LOADING
HC
STOP
BLDG 2
BLDG 3
BLDG 4
PASSENGER LOADING
LOADING
Pink Line Indicates Existing Buildings Typ
Blue Line Indicates New Buildings Typ.
EXISTING UTILITY EASEMENT TO BE RELOCATED
LEGEND
Existing Street
Proposed Street
Garden Terrace and Emergency Vehicle Access



THE KIRKHAM PROJECT | URBAN DESIGN DIAGRAM

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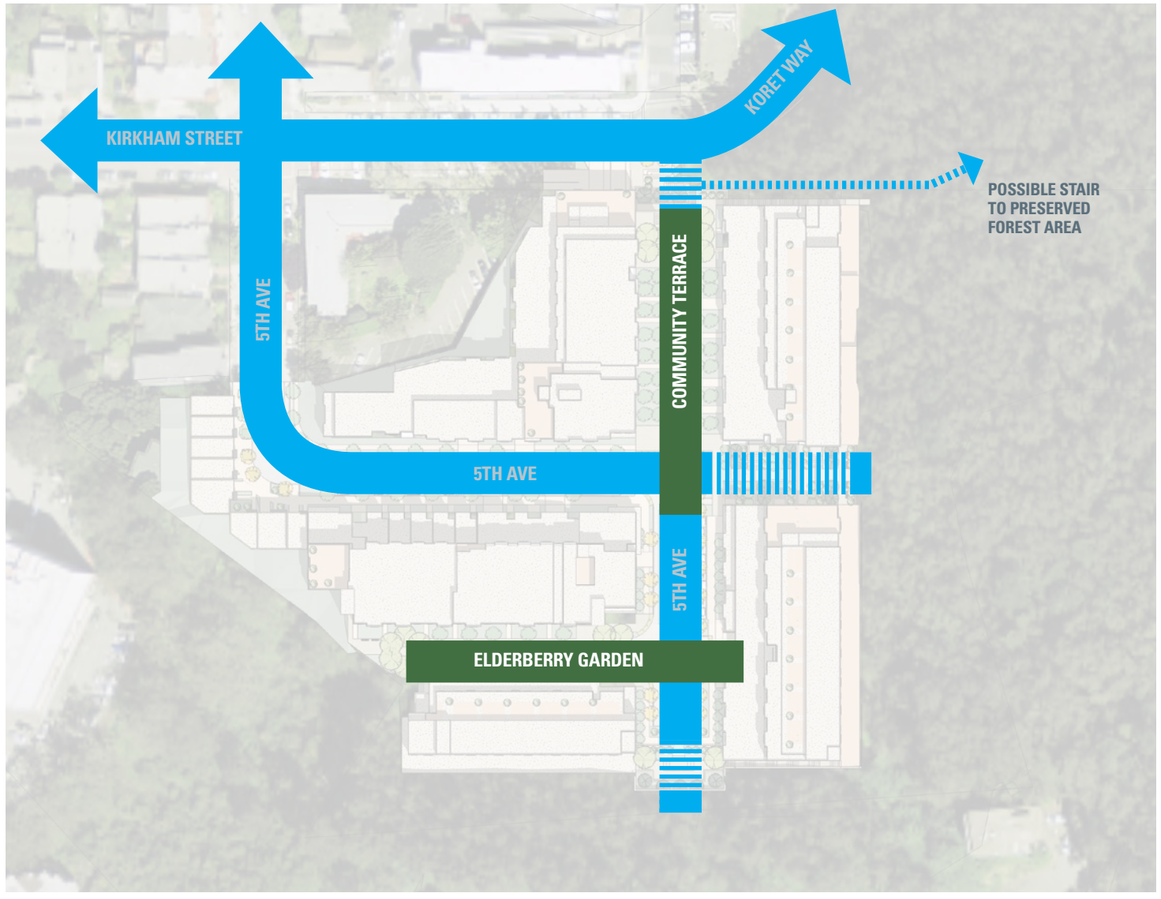
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VEHICLE NETWORK

VEHICLE ACCESS

FIRE TRUCK ACCESS ONLY



PEDESTRIAN NETWORK

ACCESSIBLE ZONE

PEDESTRIAN CONNECTION

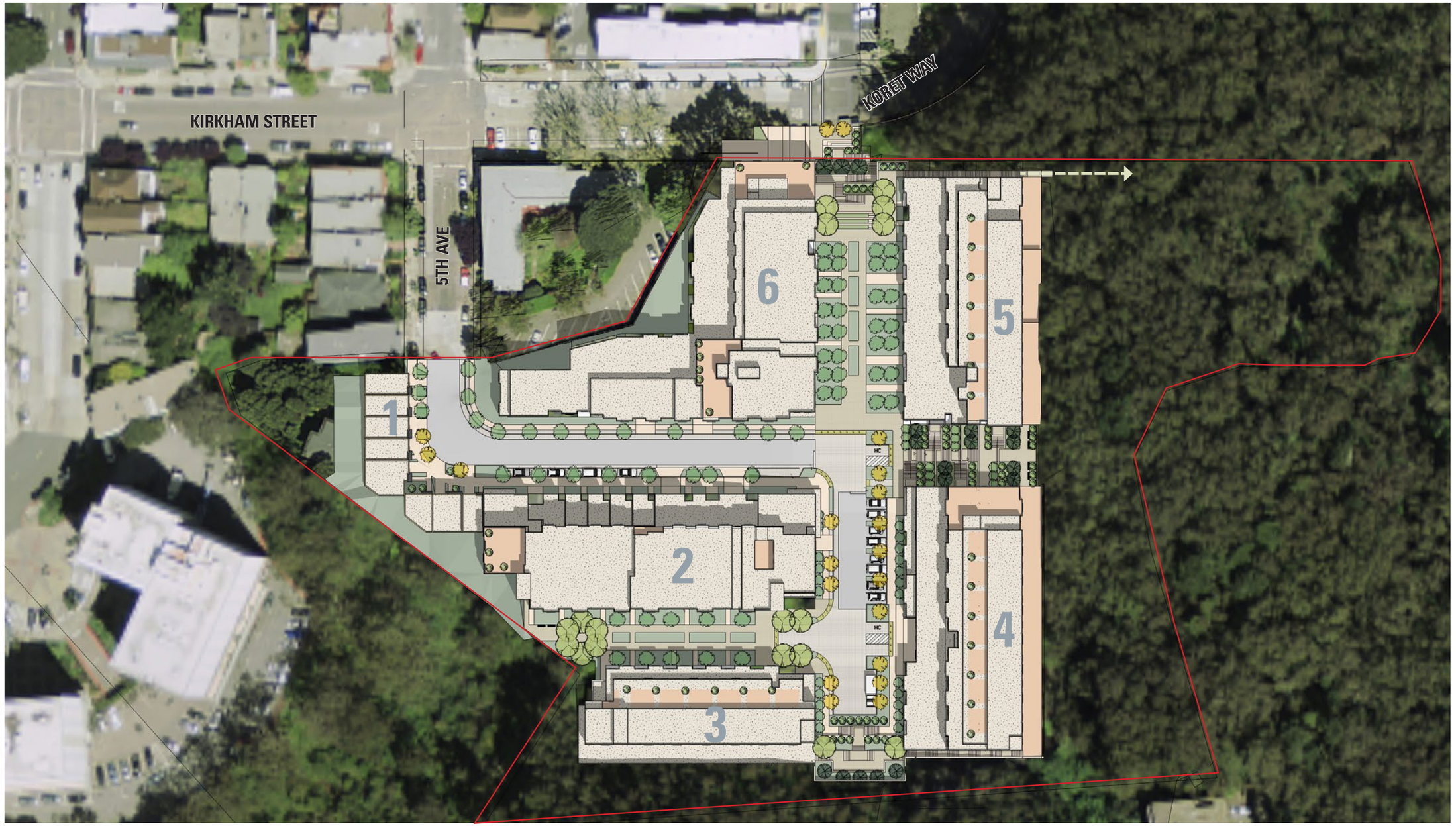
STAIR CONNECTION

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KEY PLAN

* RENDERINGS are provided to illustrate the general relationship of the buildings to the street and approximate scale and configuration of buildings and are subject to change as building architecture and program are developed.





KEY PLAN



EXISTING CONDITION





KEY PLAN



EXISTING CONDITION

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KEY PLAN



EXISTING CONDITION

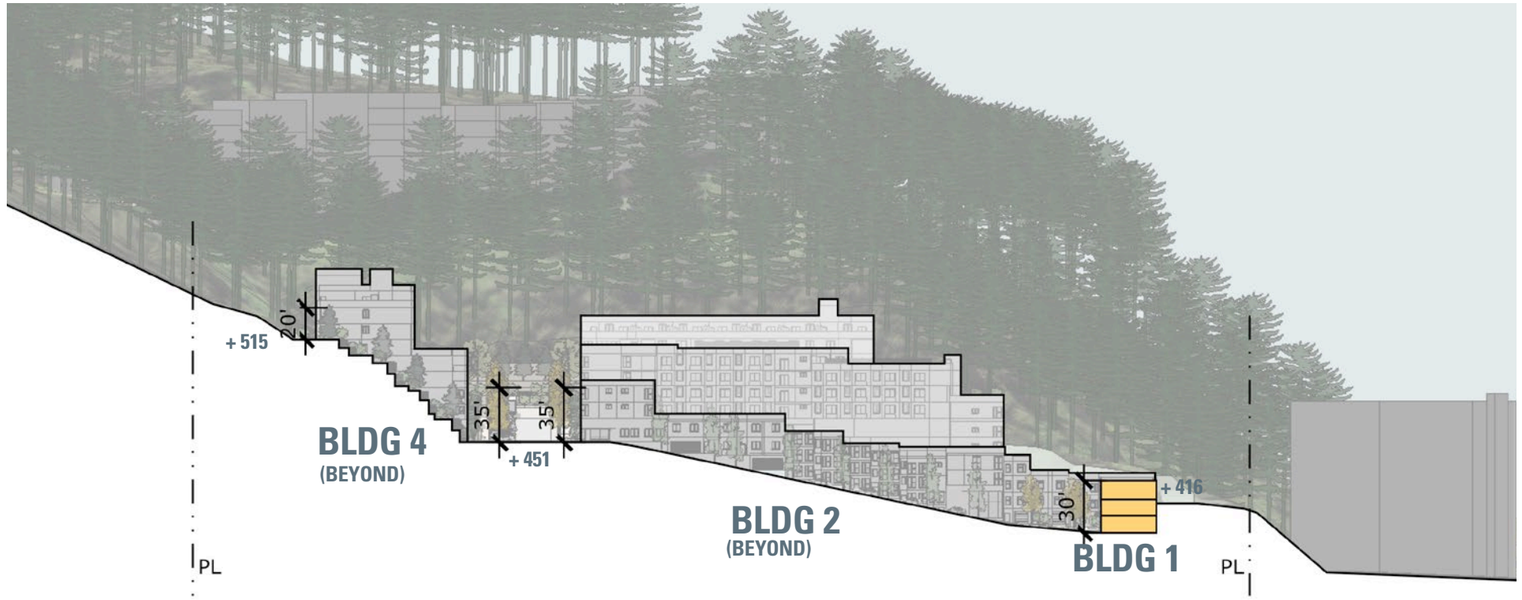




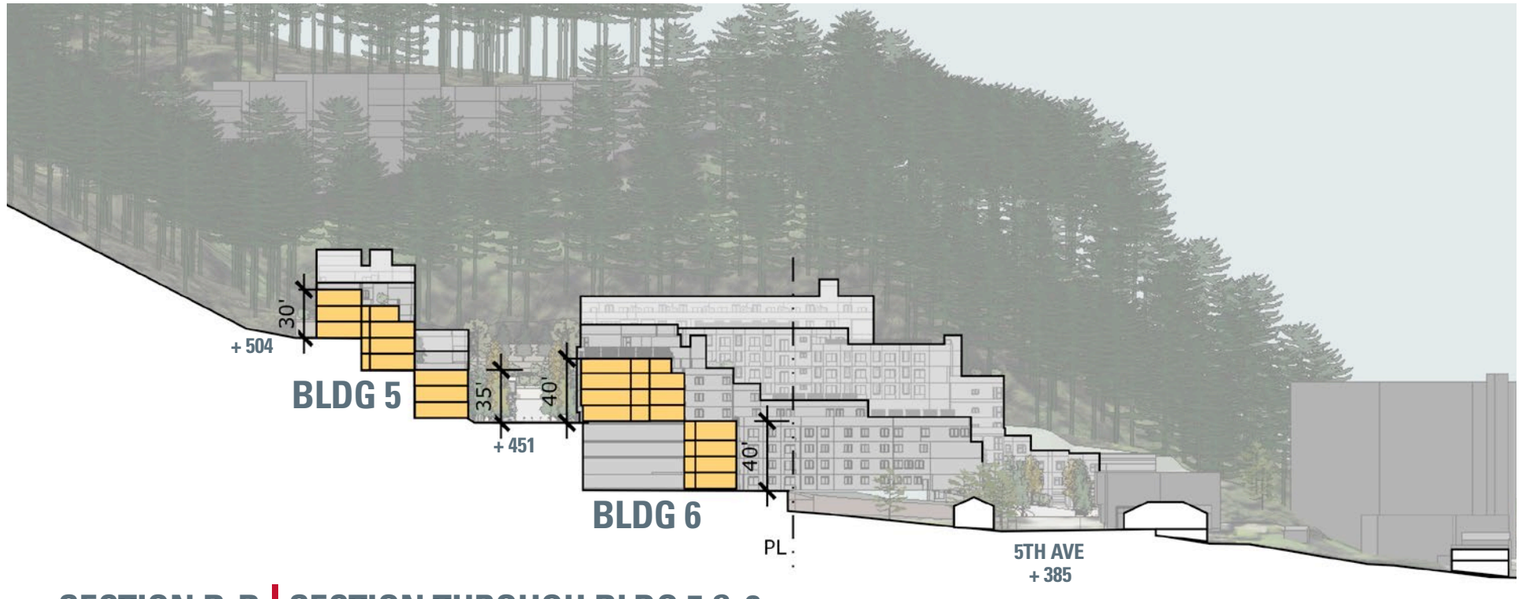
KEY PLAN



EXISTING CONDITION



SECTION A-A | 5TH AVE SITE SECTION



SECTION B-B | SECTION THROUGH BLDG 5 & 6

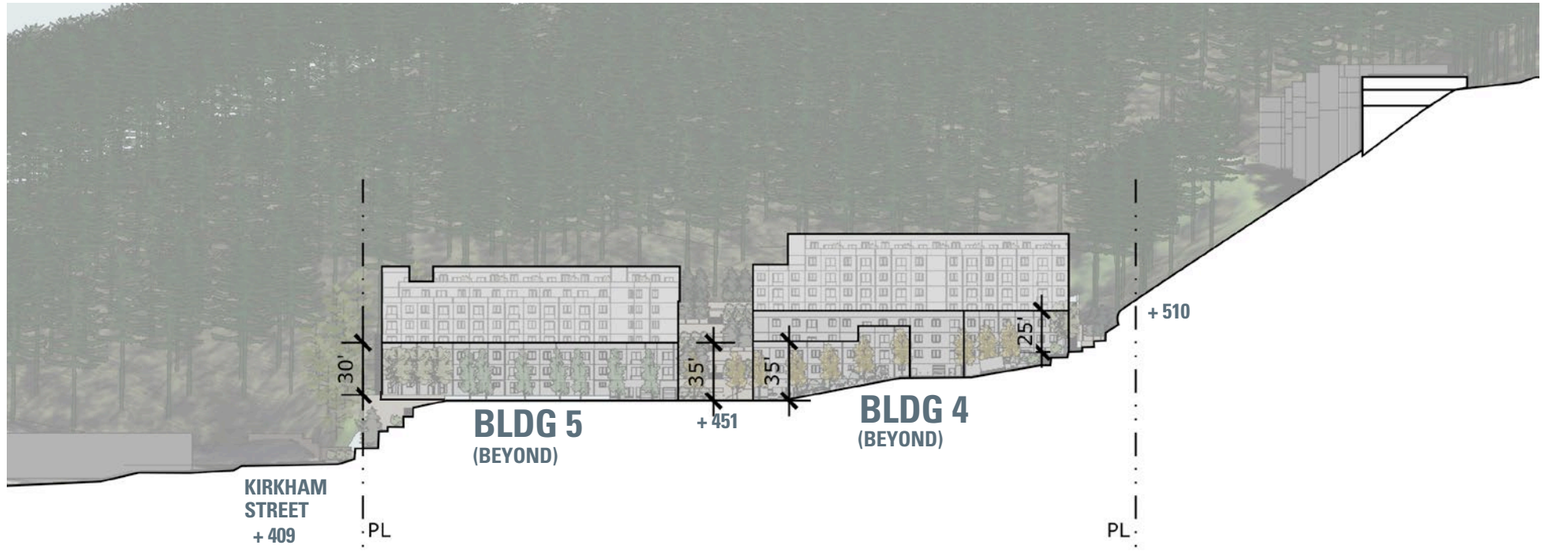
LEGEND

- RESIDENTIAL UNITS
- BELOW GRADE PARKING
- ON-SITE BUILDING BEYOND
- EXISTING ADJACENT BUILDING
- + 515 INDICATES ELEVATION

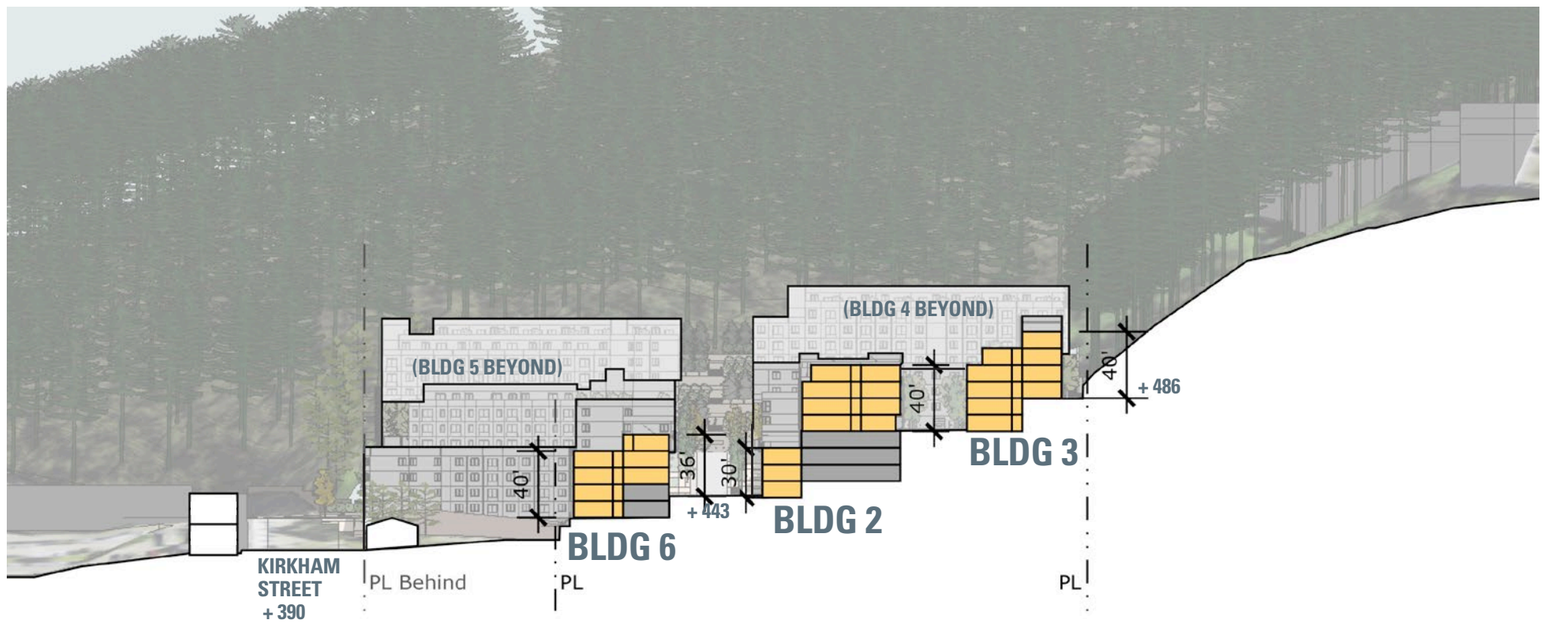


KEY PLAN

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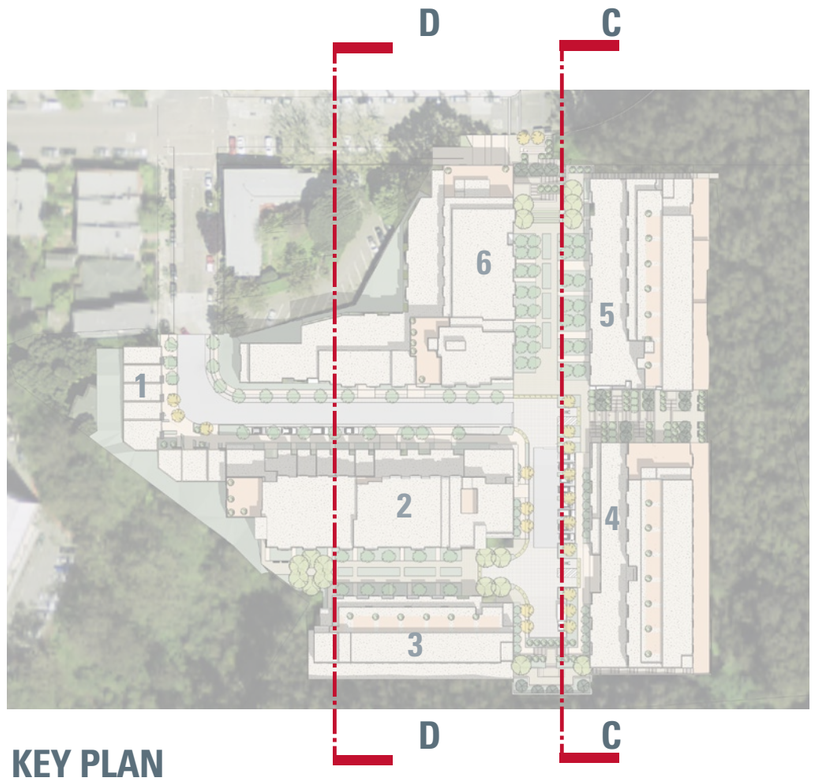
SECTION C-C | SECTION THROUGH COMMUNITY TERRACE



SECTION D-D | SECTION THROUGH BLDG 6, 2 & 3

LEGEND

- RESIDENTIAL UNITS
- BELOW GRADE PARKING
- ON-SITE BUILDING BEYOND
- EXISTING ADJACENT BUILDING
- + 515 INDICATES ELEVATION



KEY PLAN

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LEGEND

- SITE
- EXISTING TRAIL
  Mt. Sutro Open Reserve Management Plan (2001)
- EXISTING TRAIL CONNECTION
- POTENTIAL TRAIL
  UCSF Long Range Development Plan (2014)
- POTENTIAL STAIR
- VIEW POINT
- PAPER STREET



LEGEND

- PROPERTY LINE
- EXISTING TRAIL
- EXISTING TRAIL CONNECTION
- POTENTIAL STAIR
- VIEW POINT
- PEDESTRIAN PATH
- TERRACED STEPS
- GREEN OPEN SPACE
- ACCESSIBLE ELEVATOR FROM STREET LEVEL
- ACCESSIBLE PARKING



THE KIRKHAM PROJECT | OPEN SPACE DIAGRAM

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PLANTING LEGEND

TREE TYPE 1
- Redwood - *Sequoia sempervirens*
- Monterey Cypress - *Hesperocyparis macrocarpa*

TREE TYPE 2
- Coast Live Oak - *Quercus agrifolia*

TREE TYPE 3
- Red Flowering Gum - *Corymbia ficifolia*
- Lemon-scented Gum - *Corymbia citriodora*

TREE TYPE 4
- California Buckeye - *Aesculus californica*
- New Zealand Christmas Tree - *Metrosideros excelsus*
- Carob Tree - *Ceratonia siliqua*
- Strawberry Tree - *Arbutus marina*
- Meyer Lemon - *Citrus x meyeri*

TREE TYPE 5
- Adam's Needle - *Yucca gloriosa*
- Mountain Lilac - *Ceanothus 'Ray Hartman'*

SHRUBS

THE OPEN SPACES OF THE KIRKHAM PROJECT

PUBLICLY ACCESSIBLE

A COMMUNITY TERRACE
Accessible open space for passive recreation. Golden Gate Overlook, Kirkham Steps, and potential stairs to forest.

B BLUE MTN. STEPS
Stepped landscape terraces

C ELDERBERRY GARDEN
Quiet open space between residential units with Pacific Overlook seating area

D CRESTMONT STEPS
Stepped landscape terraces

E EXISTING FORESTED AREA
Existing two acres of forest within property to be managed and preserved, with potential stairs into forest and a view overlook.

PRIVATE

F COMMON ROOF DECK

G COMMON COURTYARD

H PRIVATE ROOF DECKS

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COMMUNITY TERRACE

At almost a quarter acre, Community Terrace is the largest landscaped open space in The Kirkham Project, with an accessible area for passive recreation. Large canopy trees frame the view to the north while providing an open area for emergency vehicles. An understory of multi-trunk flowering trees also borders the space and creates privacy for the homes facing the open space.

Entry steps at Kirkham St. welcome the neighborhood by connecting the street level to terraced seating with spectacular views of the Golden Gate Bridge, and the Mt. Sutro open space above. New street trees, street furniture, art, and plantings will energize the street edge. Seating and gathering areas will activate the base of the stairs on Kirkham and will connect to Community Terrace. An additional set of stairs along the building will provide a potential stair connection to the preserved forest area.




Terraced seating for Golden Gate Overlook


16th Ave Mosaic Steps


Meyer Lemons


Canopy Trees at Golden Gate Overlook


Large Canopy Trees at Community Terrace


Trees Frame an Open Space While Allowing Access for Emergency Vehicles

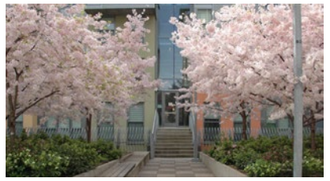
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BLUE MTN. STEPS

The Blue Mtn. Steps are another key open space and connection to the forest. The Steps terminate the view of 5th Avenue. The concept of bringing the forest down into the neighborhood is evident here as one looks up the fifty foot rise into the preserve. The space 15' from the edge of buildings and walkways will be restored with shrubs to blur the boundary between the preserve and the open space. The Headlands Overlook provides a wide terrace at the top for rejeuvenation and a majestic view of the Marin Headlands. Residential buildings have access to the upper stair landings and terraces which is a great amenity for the residents.


Accessible Auto Court with Removable Bollards for Fire Access.


Flowering Trees at Terraces of Blue Mtn. Steps and Entry Stair at Kirkham St

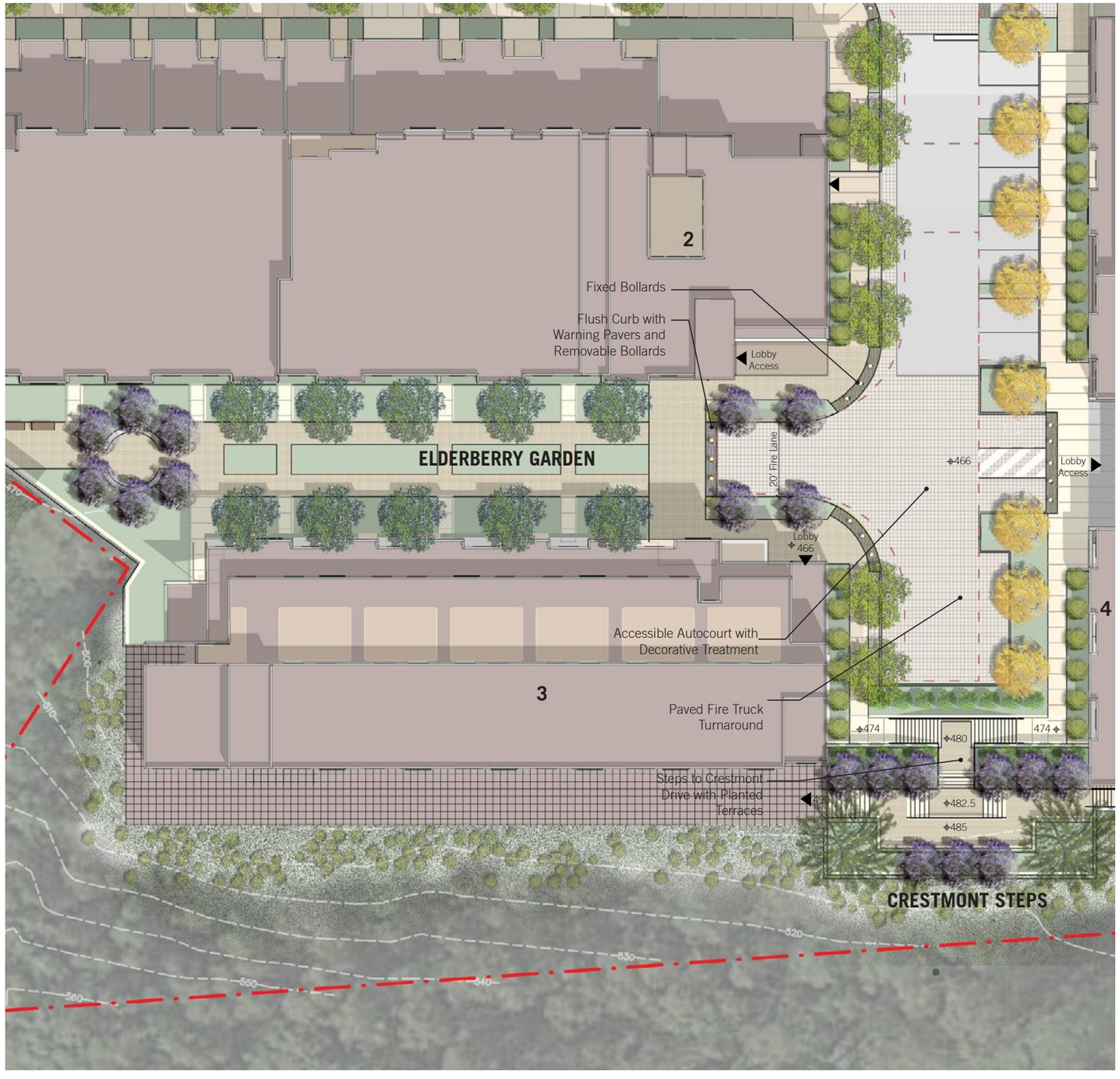

Study for 55 Laguna with Ginkgos is a Precedent for the Headland Overlook at Blue Mtn. Steps


View of the Marin Headlands


Texas St. Overlook Precedent for Blue Mtn. Steps



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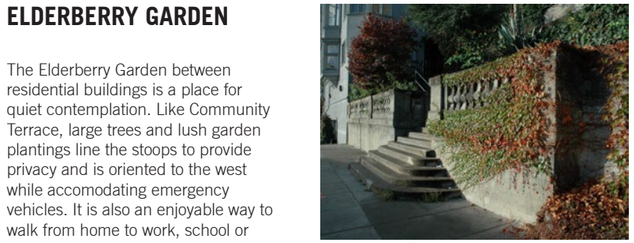


ELDERBERRY GARDEN

The Elderberry Garden between residential buildings is a place for quiet contemplation. Like Community Terrace, large trees and lush garden plantings line the stoops to provide privacy and is oriented to the west while accomodating emergency vehicles. It is also an enjoyable way to walk from home to work, school or transit, and is a starting point for walks to Crestmont or Ridgeline Steps.

CRESTMONT STEPS

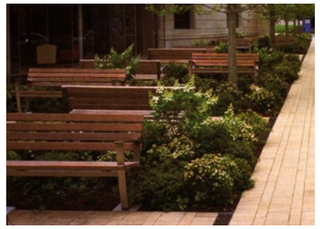
The Crestmont Steps are on axis with Community Terrace. The steps are grand and symmetrical but planted with forest trees creating a contrast between built and natural environment. They also connect to fire egress from Building 4.



Vallejo St. Steps Precedent for Crestmont Steps



Seating Areas within Lush Planting Precedent for Crestmont Step Seating



Combination of Trees, Plantings, and Seating Create Intimate Small Scale Seating Areas at Elderberry Garden



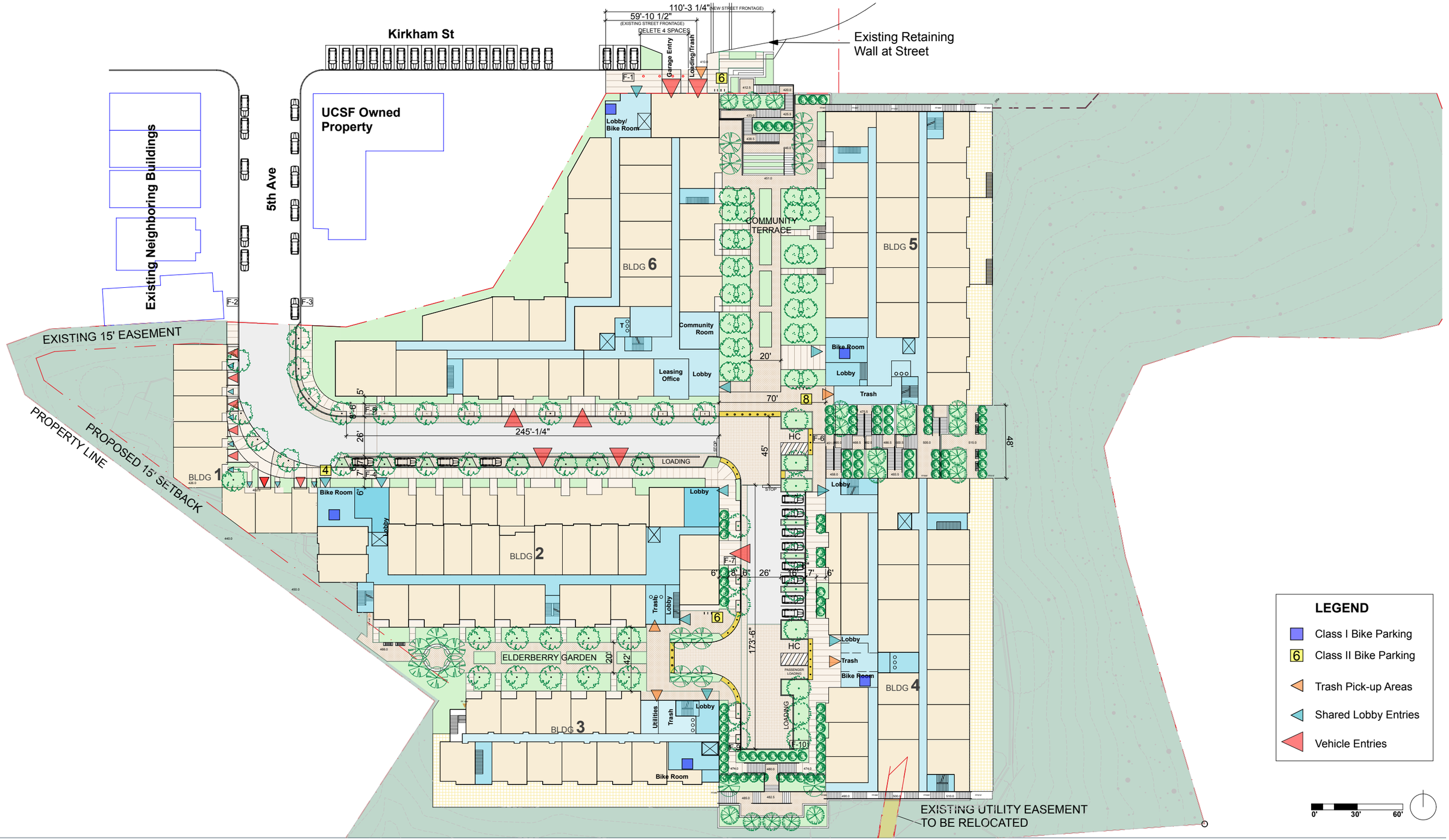
Lyon St. Steps Precedent for Crestmont Steps



Open Space Shared with Emergency Vehicles



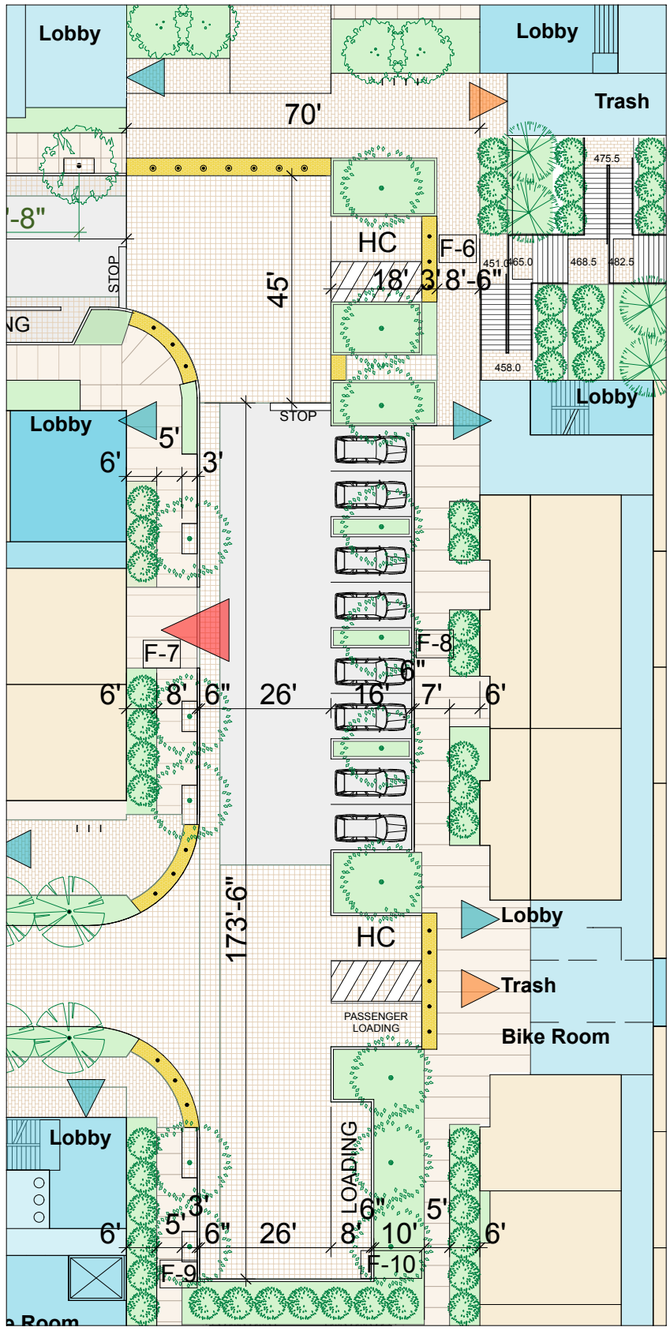
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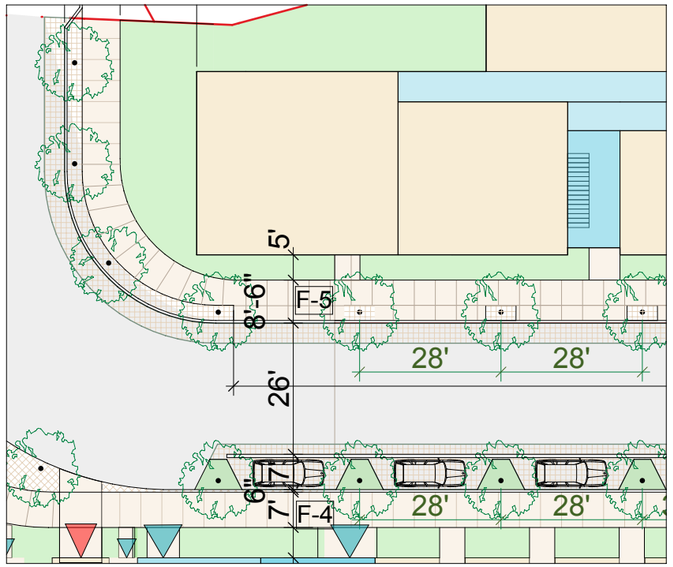
THE KIRKHAM PROJECT | TECHNICAL SITE PLAN

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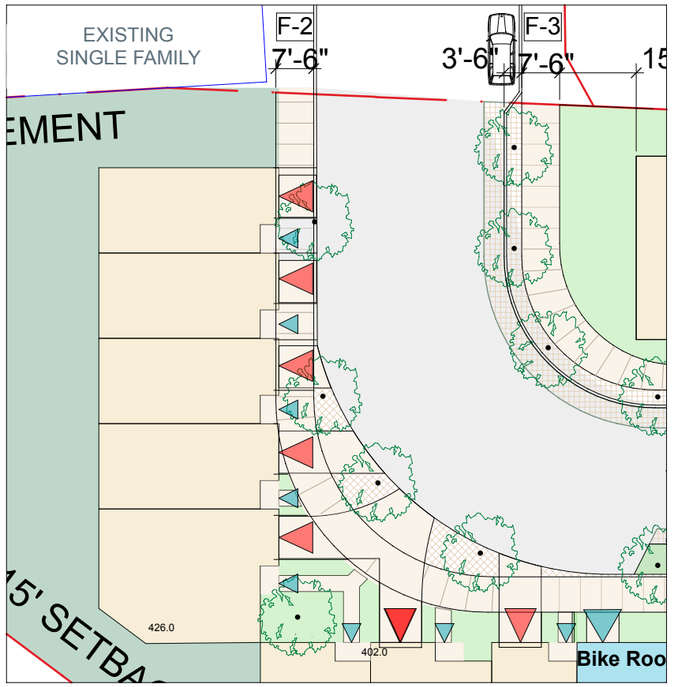
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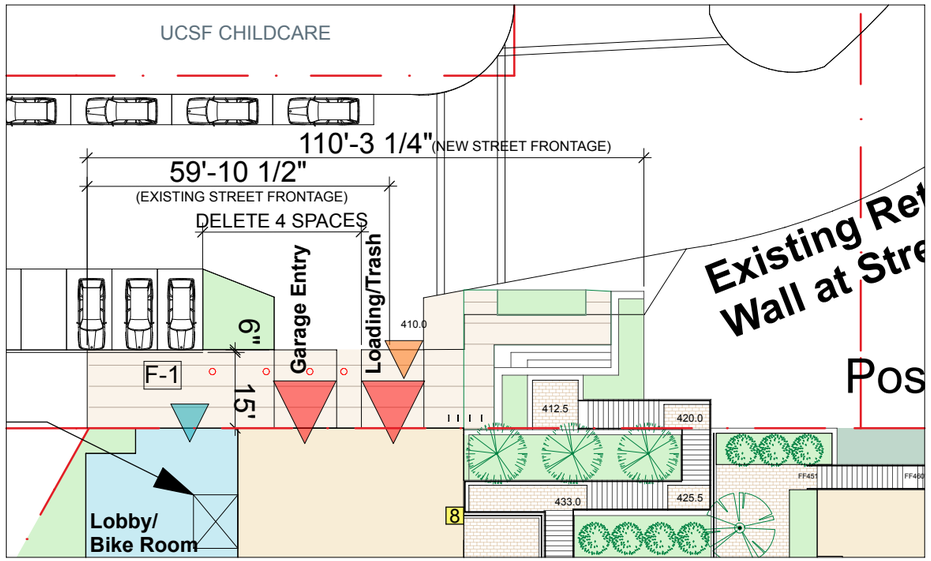
FRONTAGE 6-10 - 5TH AVE N-S



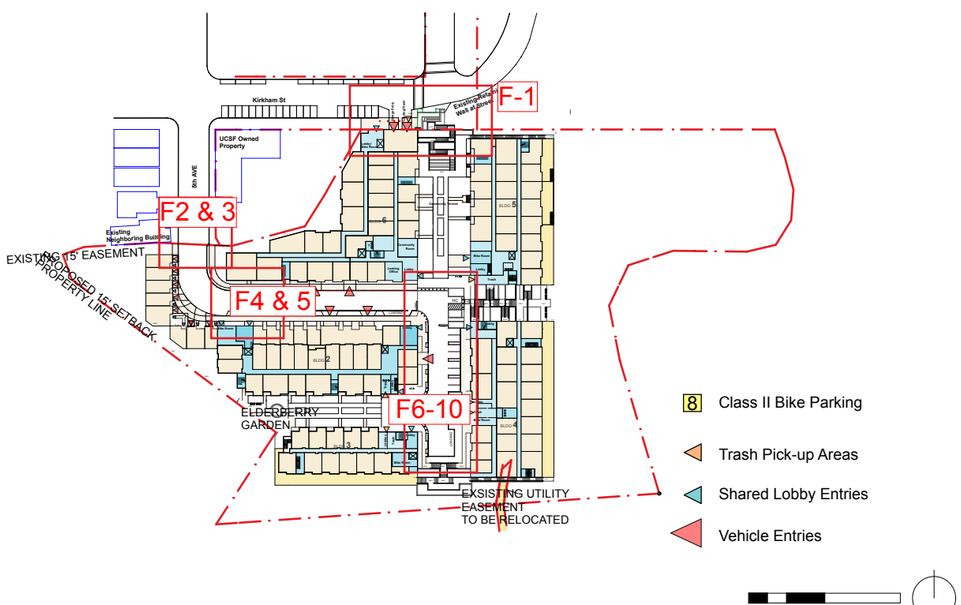
FRONTAGE 4 & 5 - 5TH AVE E-W



FRONTAGE 2 & 3 - 5TH AVENUE



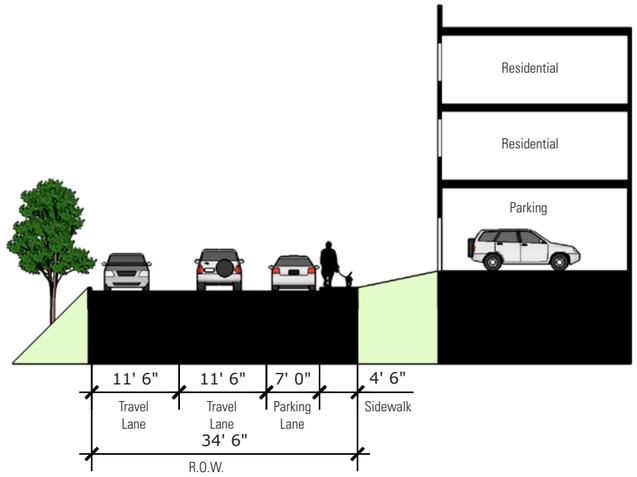
FRONTAGE 1 - KIRKHAM STREET



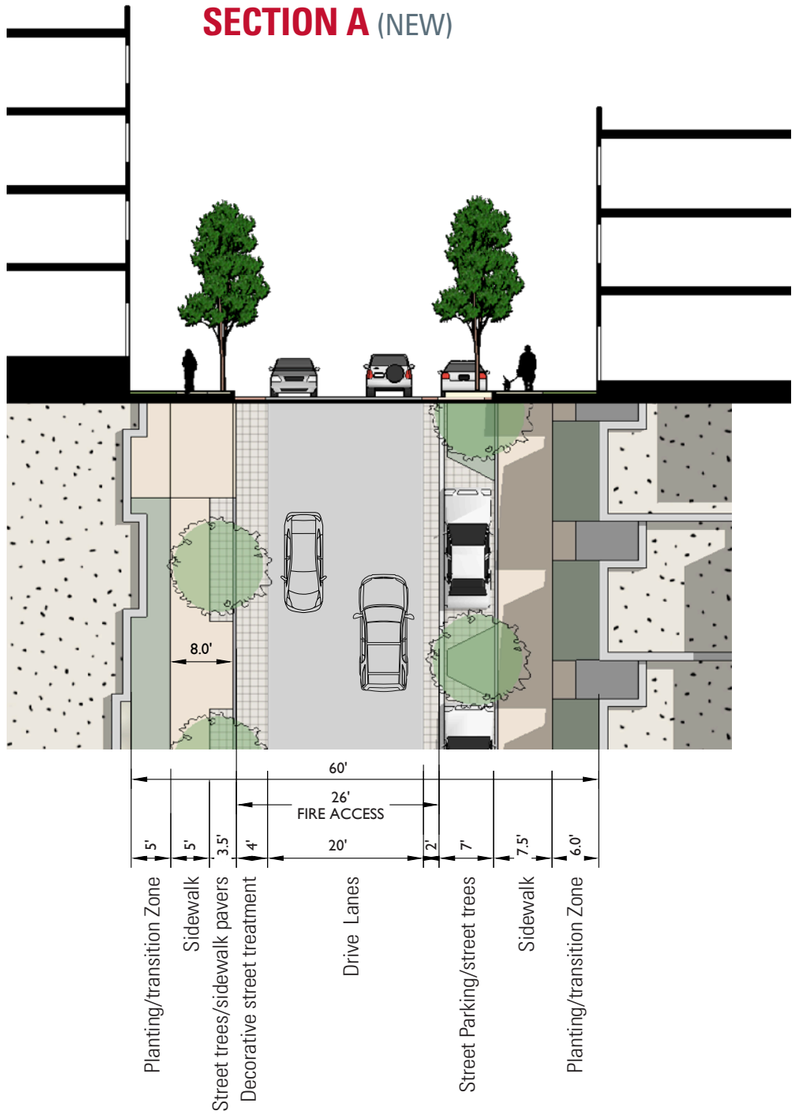
THE KIRKHAM PROJECT | ENLARGED STREETSCAPE AREAS

WESTLAKE URBAN
TRANSFORM URBAN
gls LANDSCAPE ARCHITECTURE
VAN METER WILLIAMS POLLACK LLP

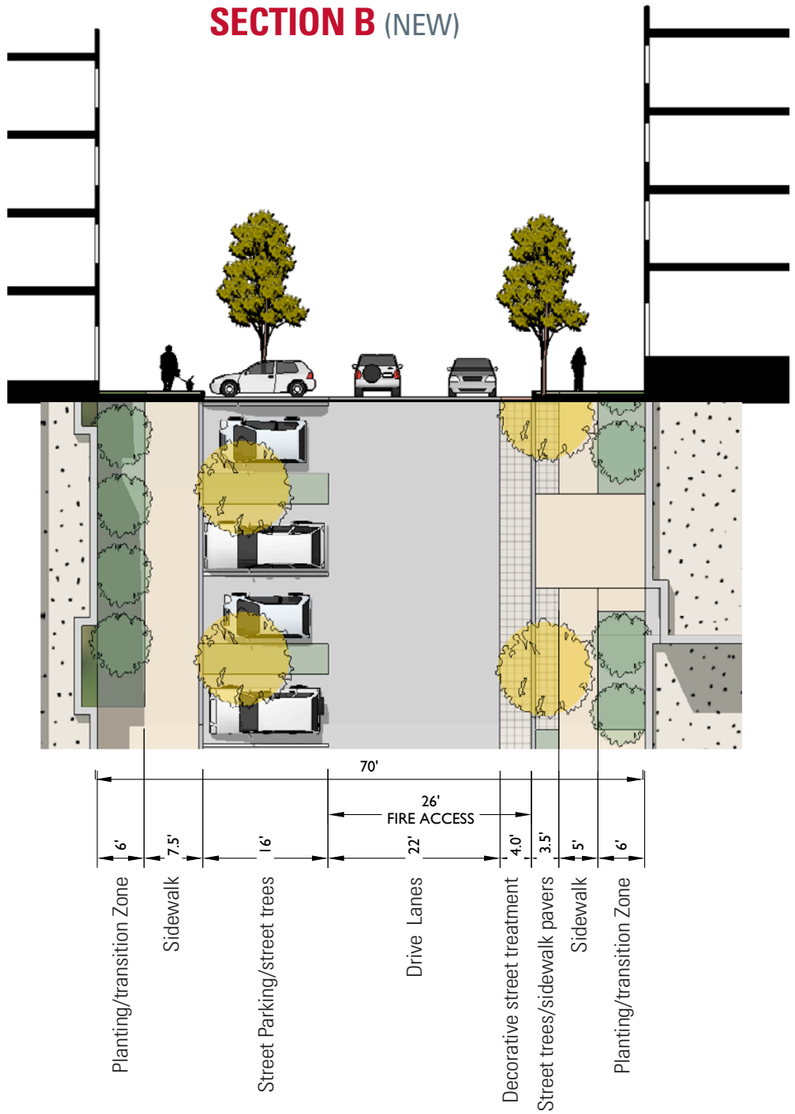
EXISTING STREET SECTION

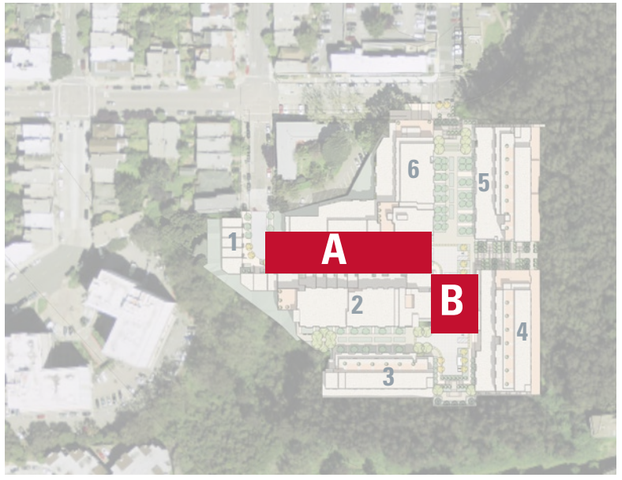


TYPICAL STREET SECTION A (NEW)



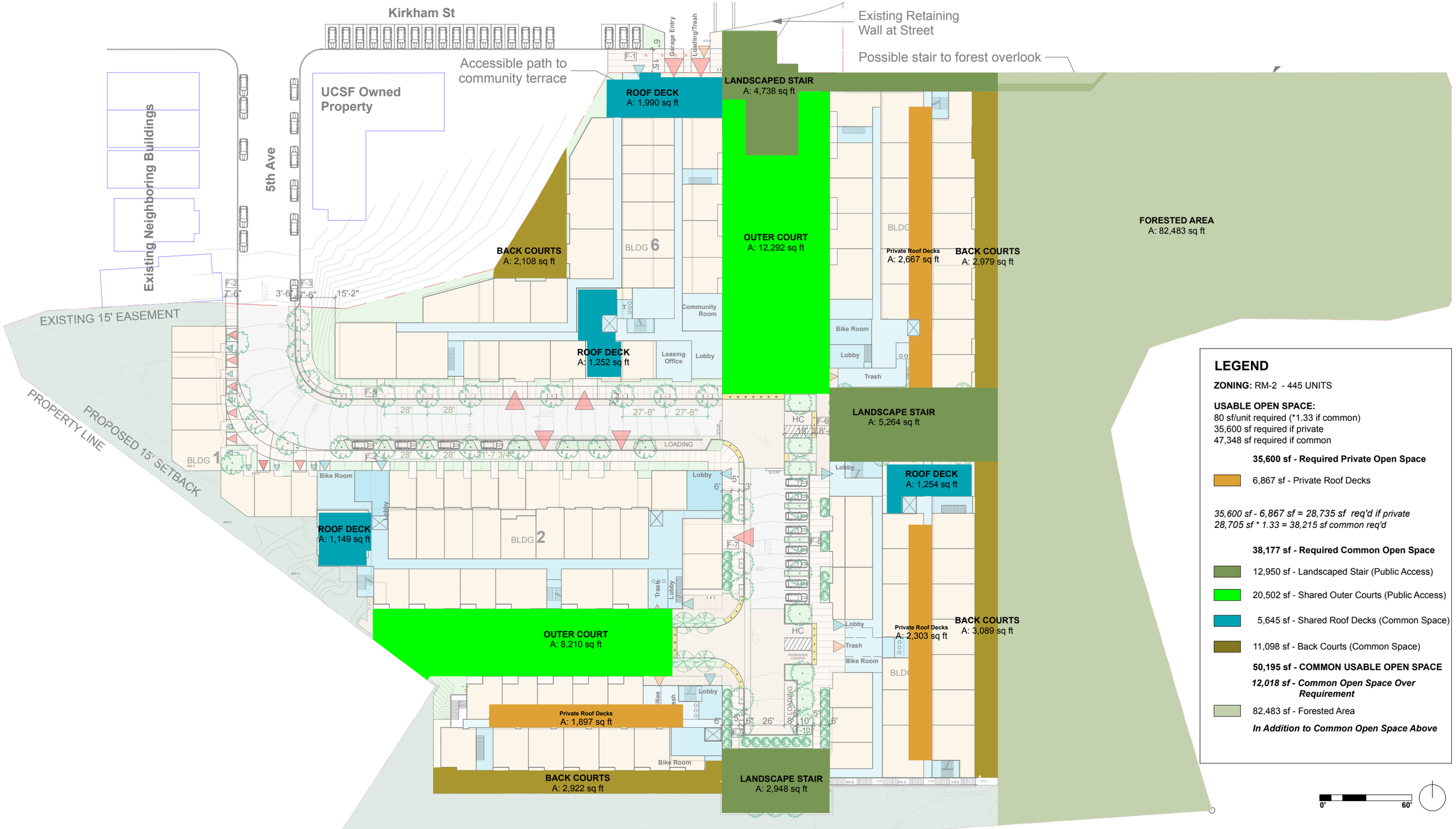
TYPICAL STREET SECTION B (NEW)





KEY PLAN

WESTLAKE URBAN · TRANSFORM URBAN · gls LANDSCAPE ARCHITECTURE · VAN METER WILLIAMS POLLACK LLP



LEGEND

ZONING: RM-2 - 445 UNITS

USABLE OPEN SPACE:
80 sf/unit required (*1.33 if common)
35,600 sf required if private
47,348 sf required if common

35,600 sf - Required Private Open Space

6,867 sf - Private Roof Decks

35,600 sf - 6,867 sf = 28,735 sf req'd if private
*28,705 sf * 1.33 = 38,215 sf common req'd*

38,177 sf - Required Common Open Space

12,950 sf - Landscaped Stair (Public Access)

20,502 sf - Shared Outer Courts (Public Access)

5,645 sf - Shared Roof Decks (Common Space)

11,098 sf - Back Courts (Common Space)

50,195 sf - COMMON USABLE OPEN SPACE

12,018 sf - Common Open Space Over Requirement

82,483 sf - Forested Area

In Addition to Common Open Space Above

0' 60'

THE KIRKHAM PROJECT | OPEN SPACE CALCULATION DIAGRAM

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WESTLAKE URBAN | TRANSFORM URBAN | gls LANDSCAPE ARCHITECTURE | VAN METER WILLIAMS POLLACK LLP

Kirkham St

BLDG 6 ACCESS POINT

Garage Entry

Loading/Trash

Existing Retaining Wall at Street

33'-4" 28' 33'-4"

Existing Neighboring Buildings

40'-1/2"

5th Ave

UCSF Owned Property

Lobby/ Bike Room

33'-11 1/2" 65'-6"

20'-6" 20' 29'-6"

BLDG 6

491' 6B RF
481' 6B F4
471' 6B F3
461' 6B F2
451' 6B F1
439' 6A F4 PK
429' 6A F3 PK
419' 6A F2 PK
409' 6A F1 PK

BLDG 5

524' 5B RF
514' 5B R4 (10' SETBACK)
504' 5B F3
494' 5B F2
484' 5B F1

514' 5B RF
504' 5B F3
494' 5B F2

534' 5B RF
524' 5B F5
514' 5B F4
504' 5B F3
494' 5B F2

584' 5A RF
474' 5A F3
464' 5A F2
454' 5A F1

534' 5B RF
524' 5B F5
514' 5B F4
504' 5B F3

534' 5B RF
524' 5B F5
514' 5B F4

193'-1 1/4"

FD HAMMERHEAD TURNAROUND

REMOVABLE BOLLARDS

TABLED INTERSECTION

EXISTING 15' EASEMENT

34'-8"

451' 6A RF
439' 6A F4
429' 6A F3
419' 6A F2
409' 6A F1

481' 6B RF
471' 6B F3
461' 6B F2
451' 6B F1
439' 6A F4 PK
429' 6A F3 PK
419' 6A F2 PK
409' 6A F1 PK

Community Room

451' 6A RF
439' 6A F4
429' 6A F3
419' 6A F2

461' 6B RF
451' 6B F1
439' 6A F4
429' 6A F3 PK

471' 6B RF
461' 6B F2
451' 6B F1
439' 6A F4
429' 6A F3

251'-4 1/2"

481' 6B RF
471' 6B F3
461' 6B F2
451' 6B F1
439' 6A F4 PK
429' 6A F3 PK

Leasing Office

Lobby

AERIAL OPERATIONS 150'

Bike Room

Lobby

584' 5A RF
474' 5A F3
464' 5A F2
451' 5A F1

Trash

89'-2 1/2"

15'

94'-1/4"

UNDER 40' AERIAL OPERATIONS NOT REQUIRED

422' RF
412' F3
402' F2
392' F1

423' RF
413' F3
403' F2
393' F1

424' RF
414' F3
404' F2
394' F1

426' RF
416' F3
406' F2
396' F1

428' RF
418' F3
408' F2
398' F1

14%

8% AT SIDEWALK

22%
NO AERIAL OPERATIONS

25'

LOADING

HC

F-6

PROPERTY LINE

PROPOSED 15' SETBACK

BLDG 1

428' RF
418' F3
408' F2
398' F1

428' RF
418' F3
408' F2
398' F1

440' RF
431' F4
421' F3
411' F2
401' F1

Bike Room

441' 2A RF
434' 2A F4
424' 2A F3
414' 2A Open to below
402' 2A BIKE or Community

Lobby

442' 2A RF
432' 2A F3
422' 2A F2
412' 2A F1

446' 2A RF
436' 2A F3
426' 2A F2
416' 2A F1

450' 2A RF
440' 2A F3
430' 2A F2
420' 2A F1

454' 2A RF
444' 2A F3
434' 2A F2
424' 2A F1

458' 2A RF
448' 2A F3
438' 2A F2
428' 2A F1

464' 2A RF
454' 2A F6
443' 2A F5

464' 2A RF
454' 2A F5
443' 2A F5

464' 2A RF
454' 2A F6

486' 2B RF
476' 2B F3
466' 2B F2
444' 2B F1

Lobby

486' 2B RF
476' 2B F3
466' 2B F2
451' 2B F1

496' 2B RF
486' 2B F4
476' 2B F3
466' 2B F2
454' 2B PK 1
444' 2B PK -1
434' 2B PK -2

BLDG 2

506' 2B RF
496' 2B F5
486' 2B F4
476' 2B F3
466' 2B F2
454' 2B PK 1
444' 2B PK -1
434' 2B PK -2

506' 2B RF
496' 2B F5
486' 2B F4
476' 2B F3
466' 2B F2
454' 2B PK 1
444' 2B PK -1
434' 2B PK -2

Trash

Lobby

22%
NO AERIAL OPERATIONS

29'-6"

AERIAL OPERATIONS

12'

20'

12'

150'

14% MAX

HC

PASSENGER LOADING

LOADING

Lobby

505' 4A RF
495' 4A F5
485' 4A F4
475' 4A F3
465' 4A F2
454' 4A F1 LOBBY

505' 4A RF
495' 4A F5
485' 4A F4
475' 4A F3
465' 4A F2
460' 4A F2

505' 4A RF
495' 4A F5
485' 4A F4
475' 4A F3
465' 4A F2
454' 4A F1

545' 4B ROOF DECK
535' 4B F4
525' 4B F3
515' 4B F2
505' 4B F1

555' 4B RF
545' 4B F5
535' 4B F4
525' 4B F3
515' 4B F2

Lobby

Trash

Bike Room

BLDG 4

505' 4A RF
495' 4A F5
485' 4A F4
475' 4A F3

505' 4A RF
495' 4A F5
485' 4A F4

206'

15'

516' 3B ROOF DECK
506' 3B F3 (ROOF for first 10')
496' 3B F2
486' 3B F1
476' 3A F2
466' 3A F1

BLDG 3

Utilities

Trash

Lobby

526' 3B ROOF
516' 3B F4
506' 3B F3
496' 3B F2
486' 3B F1

Bike Room

REMOVABLE BOLLARDS
FD HAMMERHEAD
& TABLED INTERSECTION

15'

183'-5"

94'-8 1/4"

EXISTING UTILITY EASEMENT TO BE RELOCATED

LEGEND

- Building Lobbies
- Under 40' - Aerial Operations Not Required
- Aerial Operation Zone
- 26' Fire Access - No Aerial Operations
- Non Vehicular Fire Access
- Trash Pick-up Areas
- Shared Lobby Entries
- Vehicle Entries

0' 30' 60'

THE KIRKHAM PROJECT | FIRE ACCESS DIAGRAM

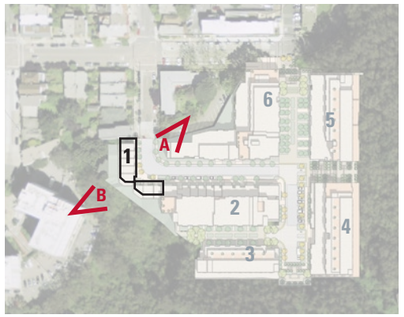
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WESTLAKE URBAN

TRANSFORM URBAN

gls LANDSCAPE ARCHITECTURE

VAN METER WILLIAMS POLLACK LLP



KEY PLAN



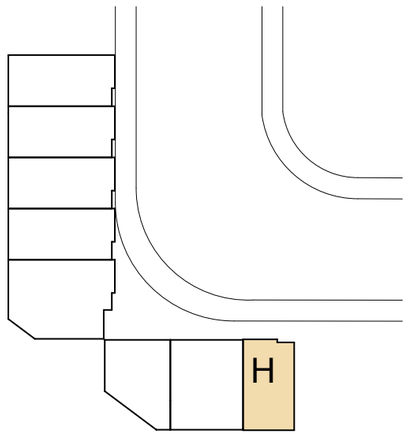
VIEW B



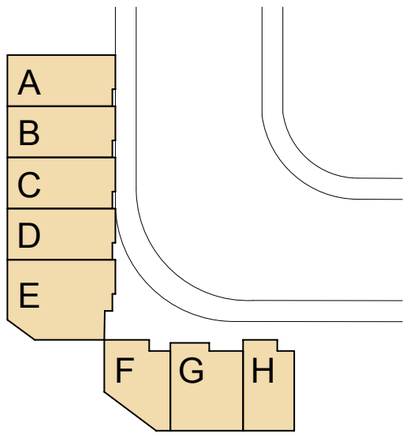
VIEW A



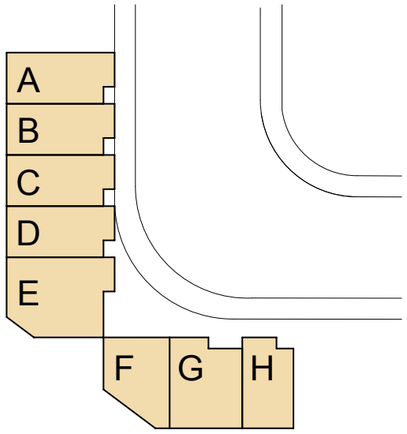
DIAGRAM REPRESENTING
BUILDING DIVISION
COLORS ARE NOT INDICATIVE
OF BUILDING FINISHES



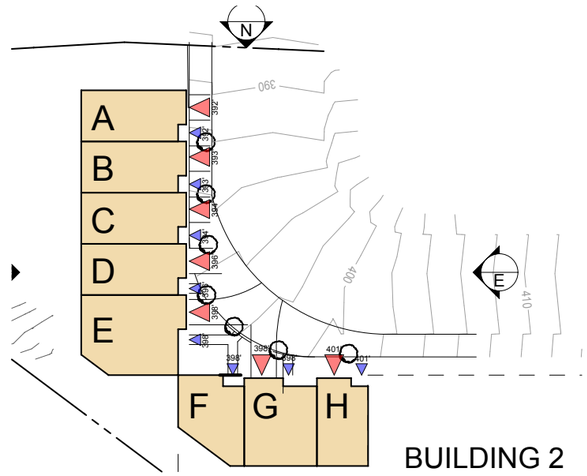
TOWNHOUSE - LEVEL 4



TOWNHOUSE - LEVEL 3

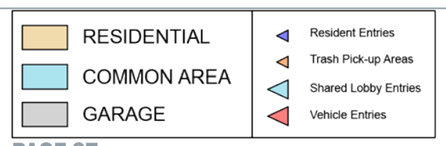


TOWNHOUSE - LEVEL 2

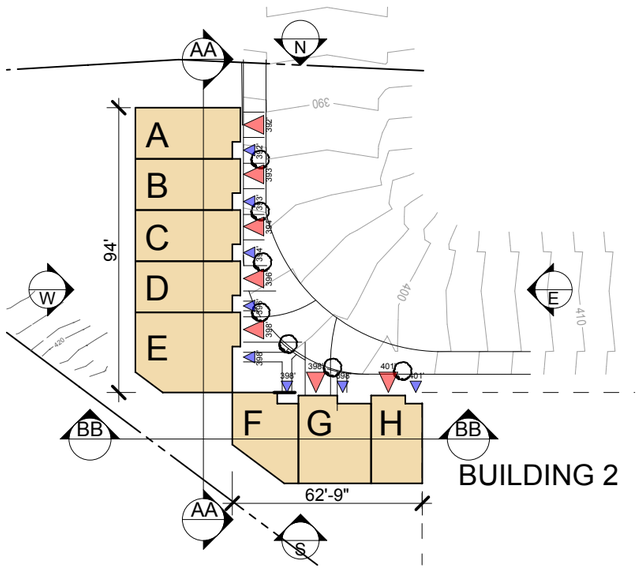


TOWNHOUSES - LEVEL 1

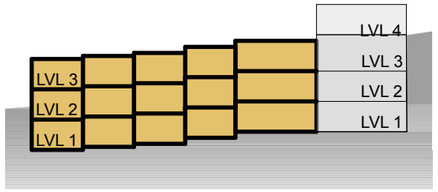
BUILDING 2



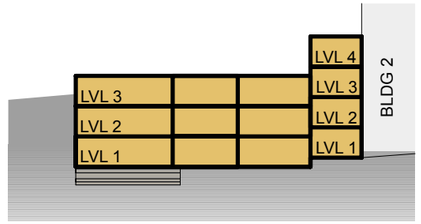




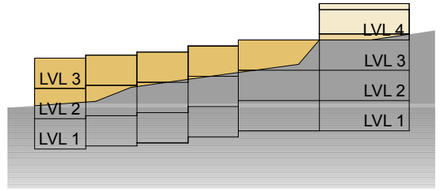
TOWNHOUSES - LEVEL 1



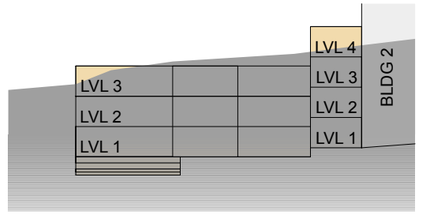
SECTION AA



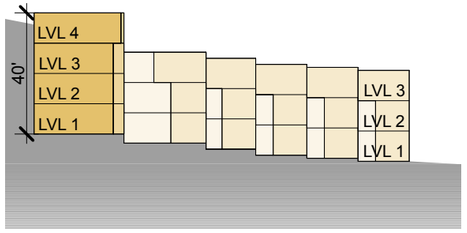
SECTION BB



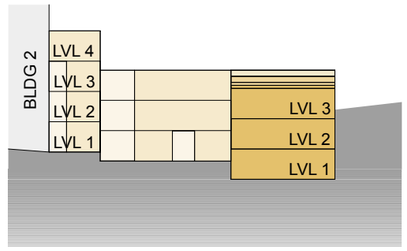
WEST ELEVATION



SOUTH ELEVATION



EAST ELEVATION



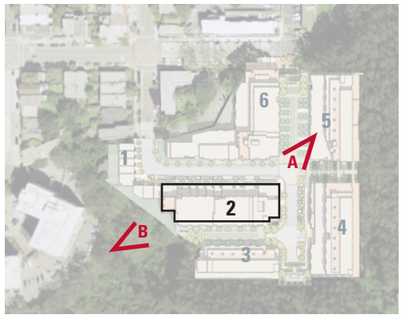
NORTH ELEVATION

RESIDENTIAL
COMMON AREA
GARAGE

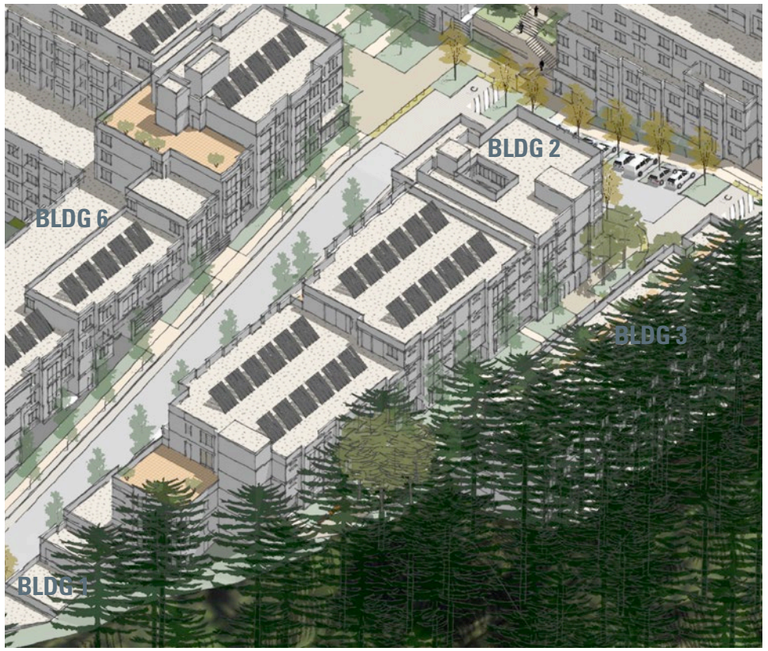
Resident Entries
Trash Pick-up Areas
Shared Lobby Entries
Vehicle Entries

0' 50'

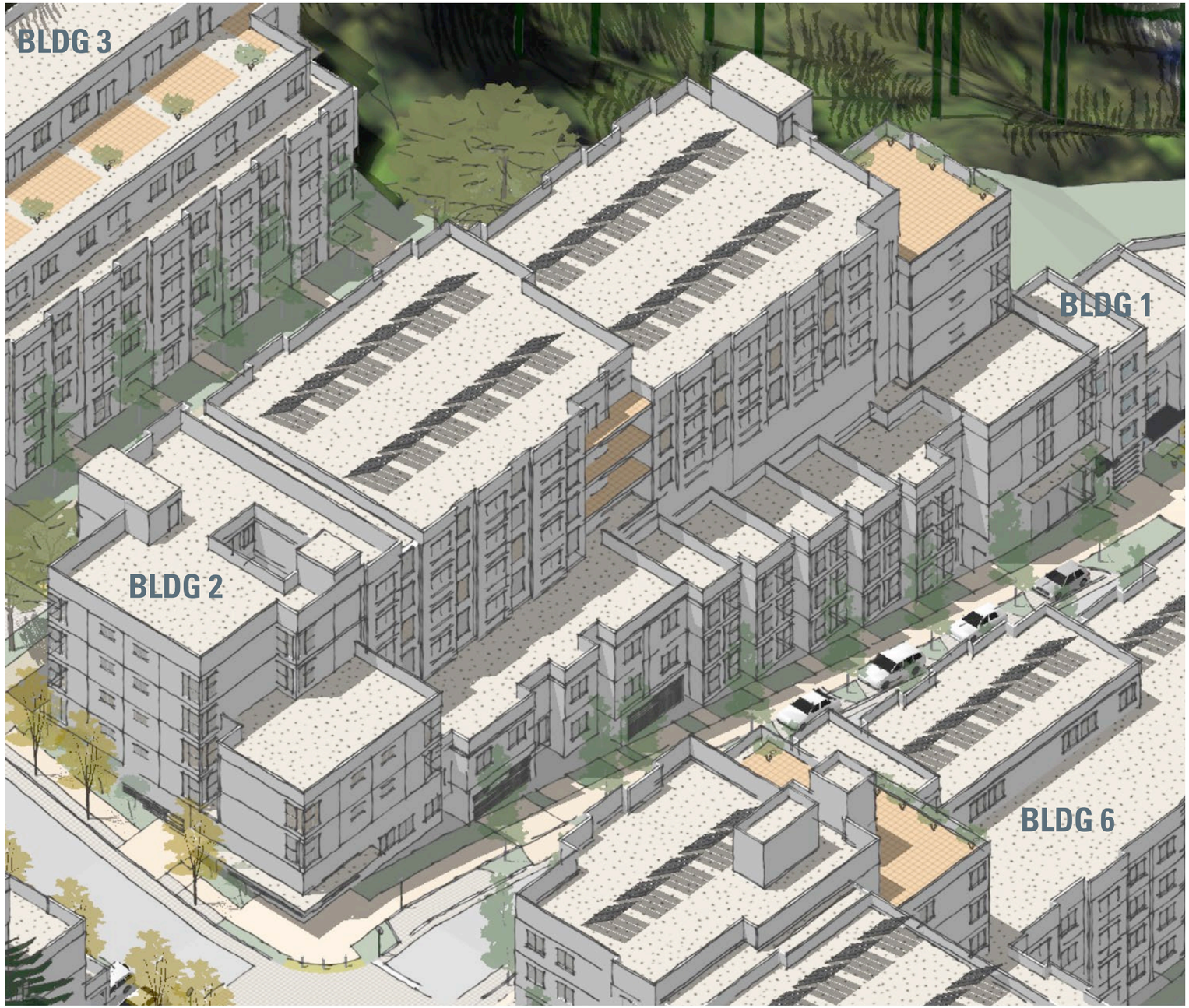
WESTLAKE URBAN
TRANSFORM URBAN
gls LANDSCAPE ARCHITECTURE
VAN METER WILLIAMS POLLACK LLP



KEY PLAN



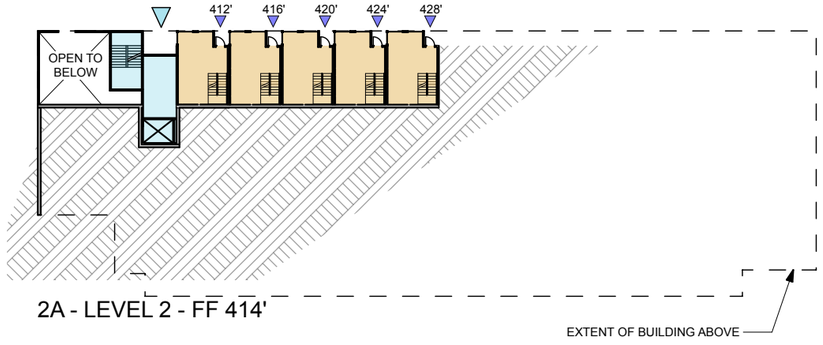
VIEW B

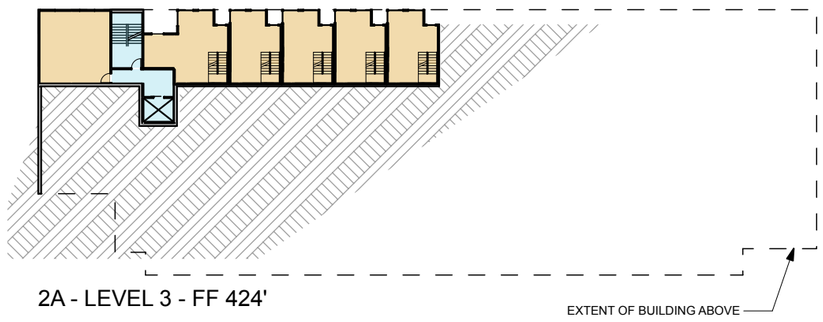


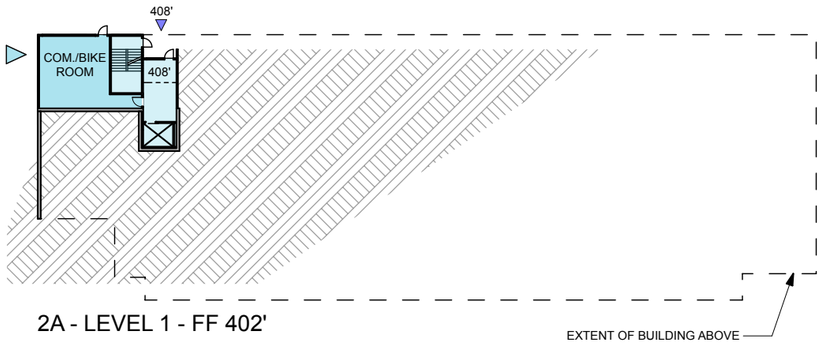
VIEW A



DIAGRAM REPRESENTING BUILDING DIVISION
COLORS ARE NOT INDICATIVE OF BUILDING FINISHES







RESIDENTIAL
COMMON AREA
GARAGE

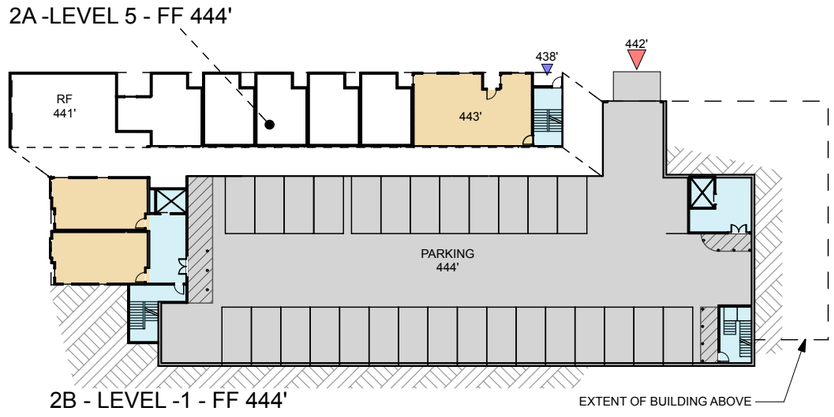
Resident Entries
Trash Pick-up Areas
Shared Lobby Entries
Vehicle Entries

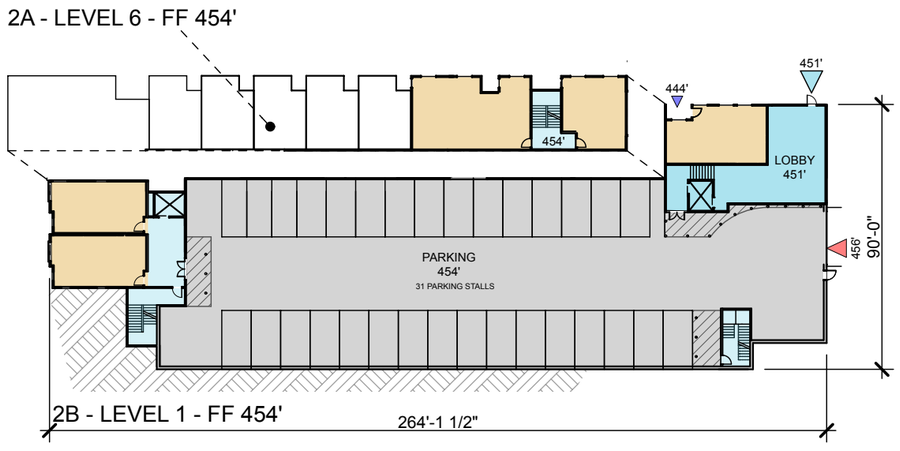
0' 50'

WESTLAKE URBAN
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VAN METER WILLIAMS POLLACK LLP



DIAGRAM REPRESENTING BUILDING DIVISION
COLORS ARE NOT INDICATIVE OF BUILDING FINISHES





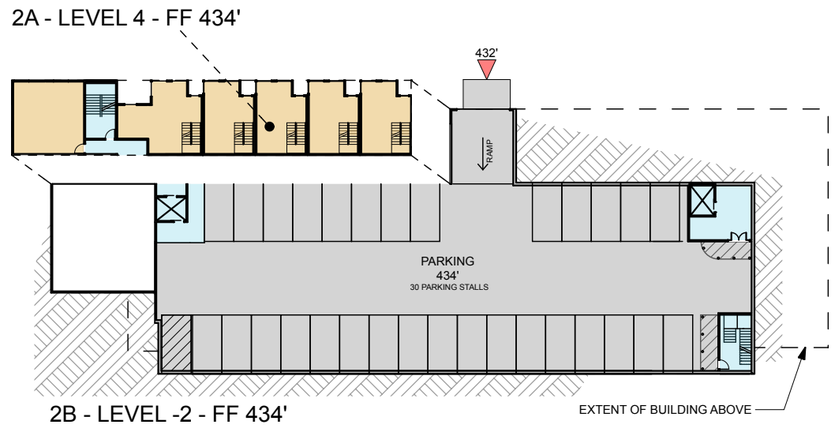
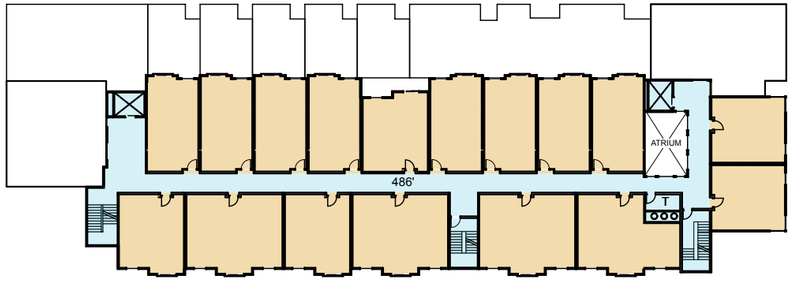
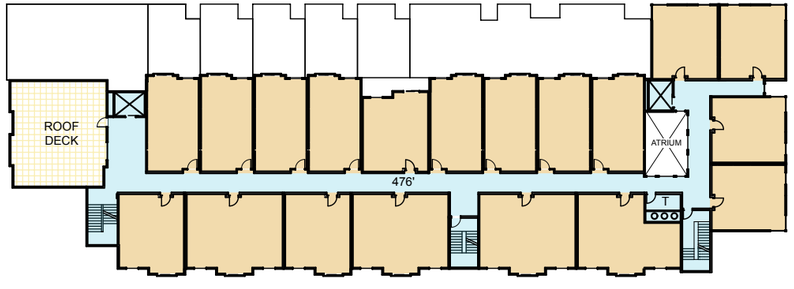




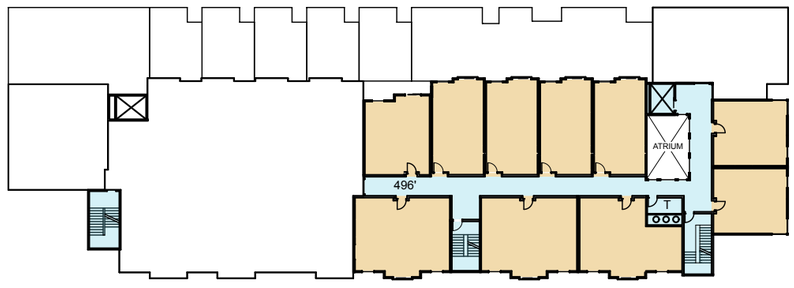
DIAGRAM REPRESENTING BUILDING DIVISION
COLORS ARE NOT INDICATIVE OF BUILDING FINISHES



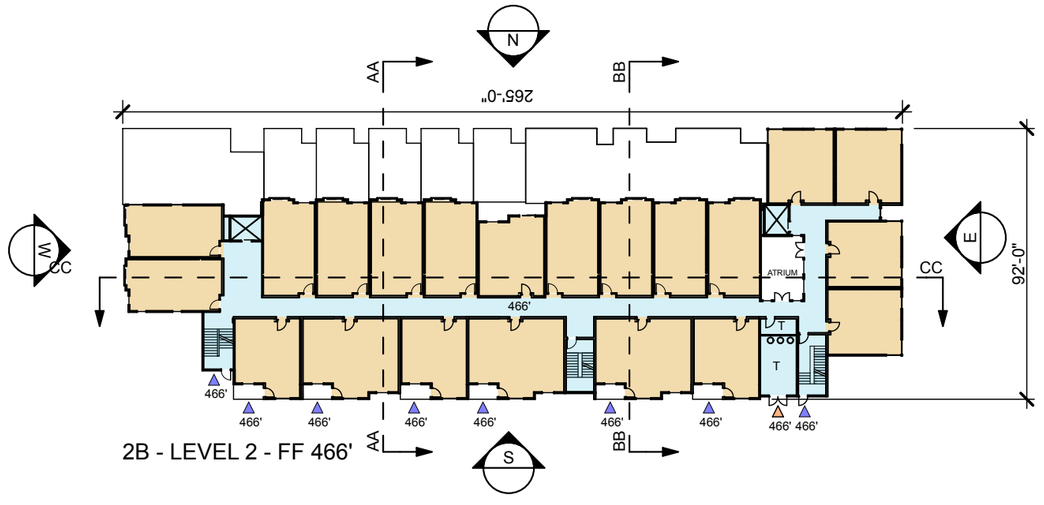
2B - LEVEL 4 - FF 486'



2B - LEVEL 3 - FF 476'



2B - LEVEL 5 - FF 496'



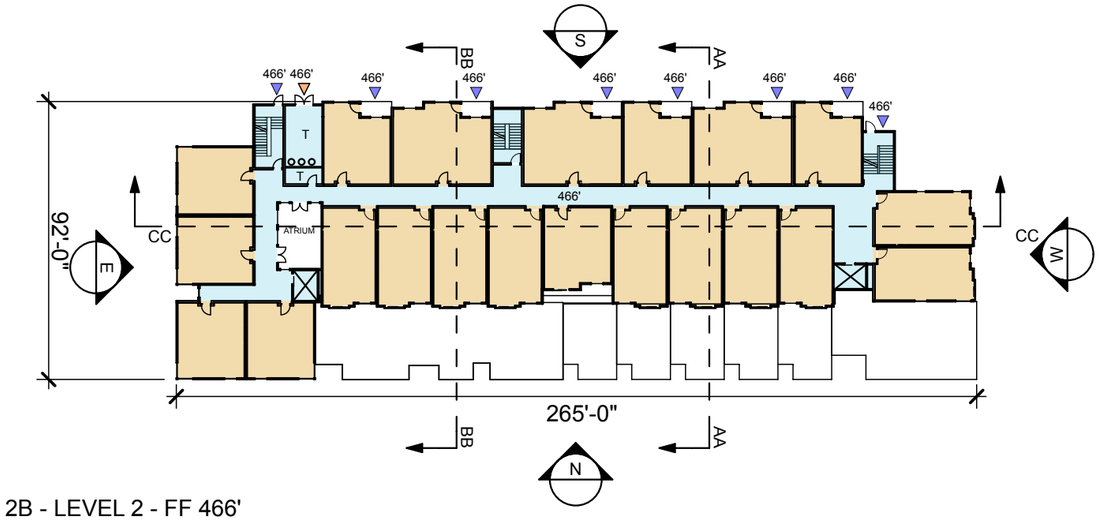
2B - LEVEL 2 - FF 466'

RESIDENTIAL
COMMON AREA
GARAGE

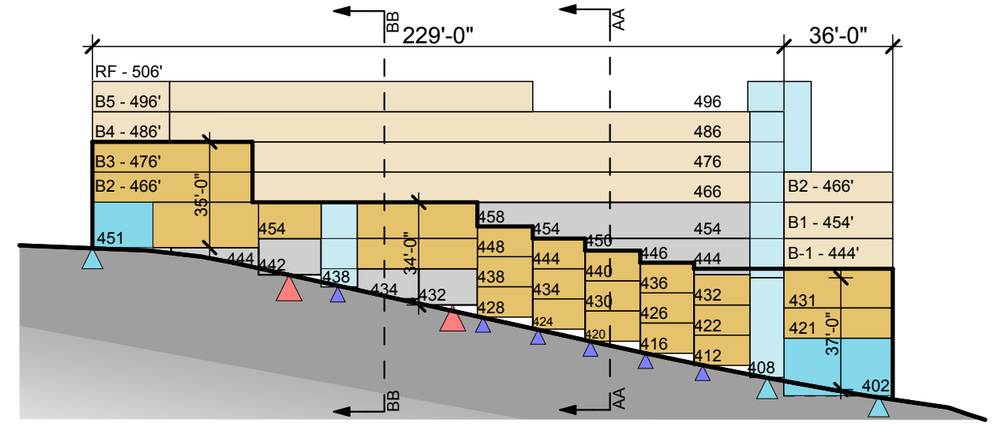
Resident Entries
Trash Pick-up Areas
Shared Lobby Entries
Vehicle Entries

0' 50'

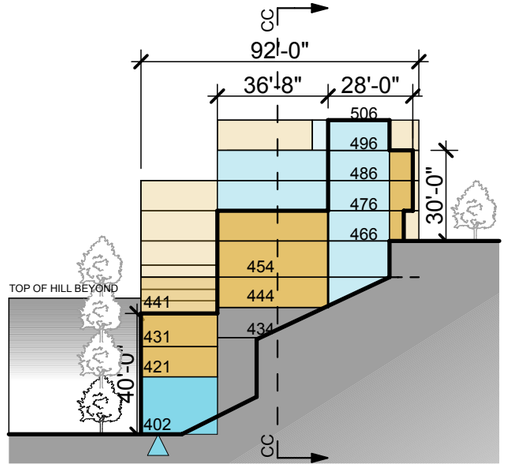
WESTLAKE URBAN
TRANSFORM URBAN
gls LANDSCAPE ARCHITECTURE
VAN METER WILLIAMS POLLACK LLP



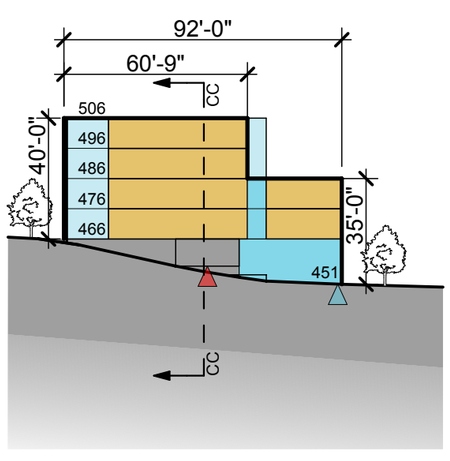
2B - LEVEL 2 - FF 466'



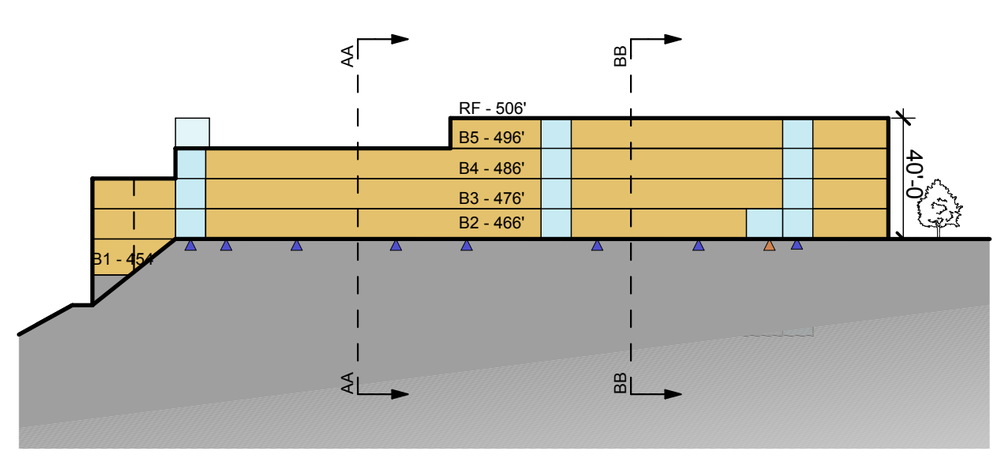
NORTH ELEVATION



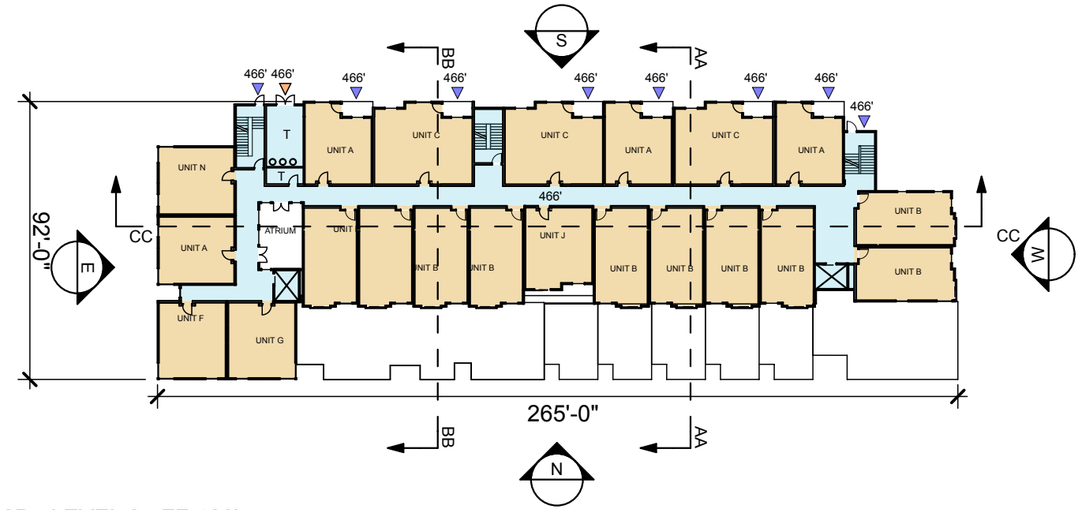
WEST ELEVATION



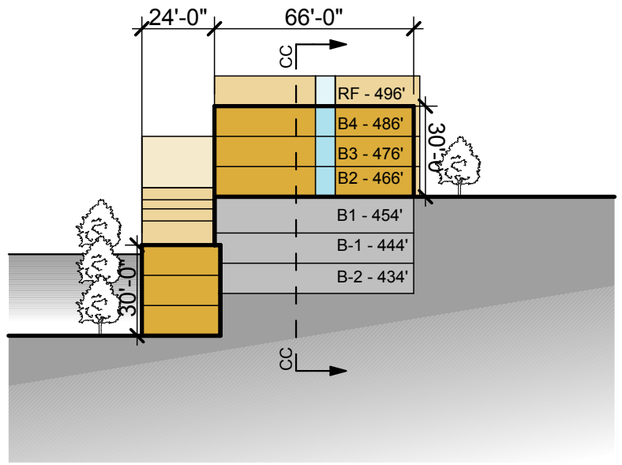
EAST ELEVATION



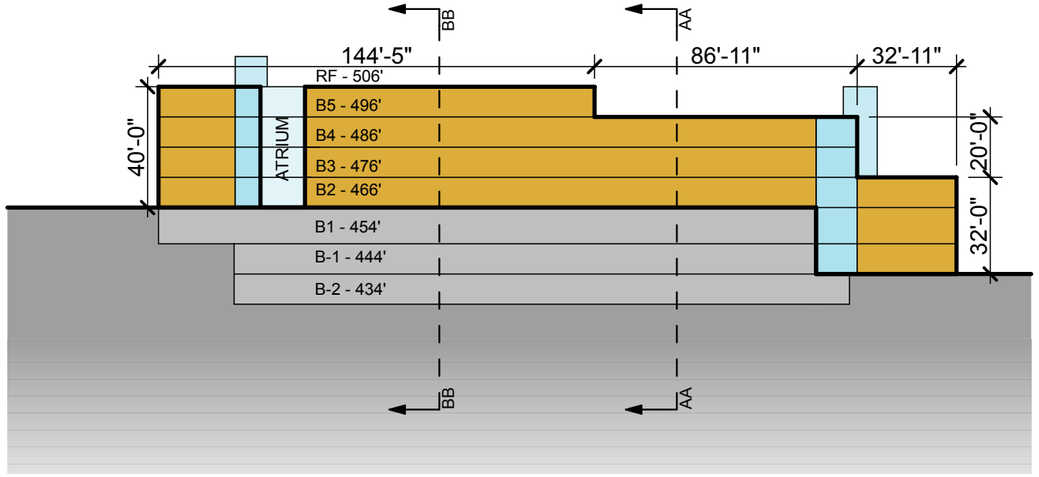
SOUTH ELEVATION



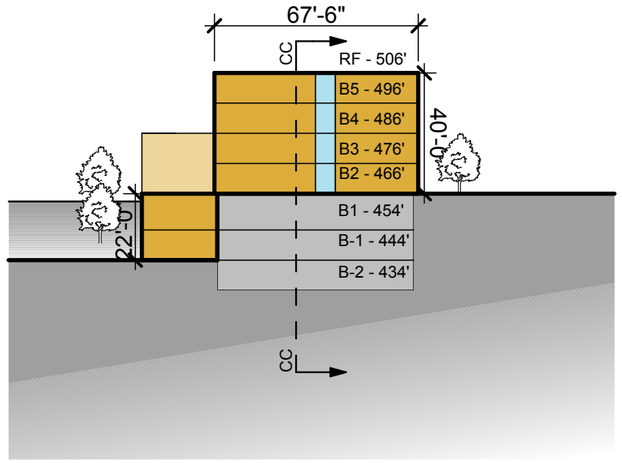
2B - LEVEL 2 - FF 466'



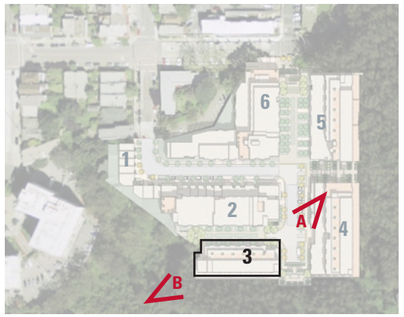
SECTION AA



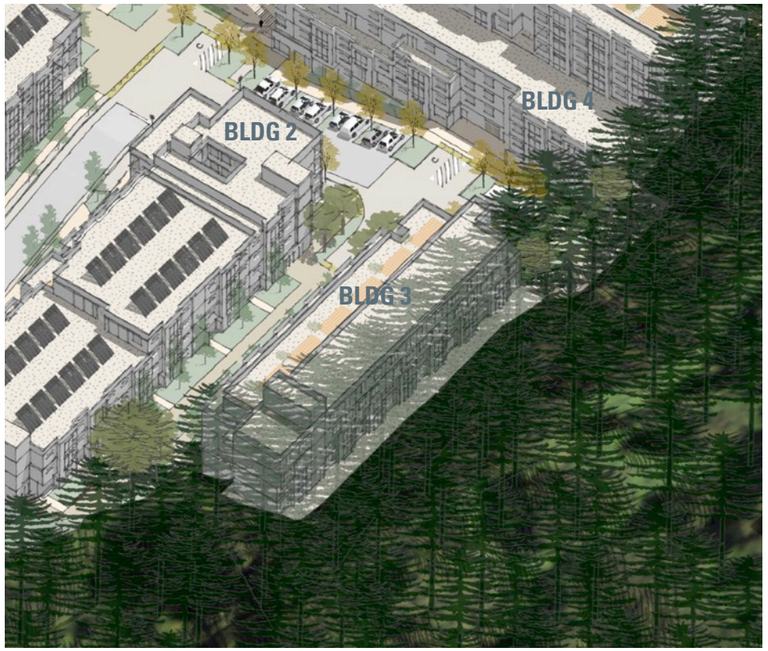
SECTION CC



SECTION BB



KEY PLAN



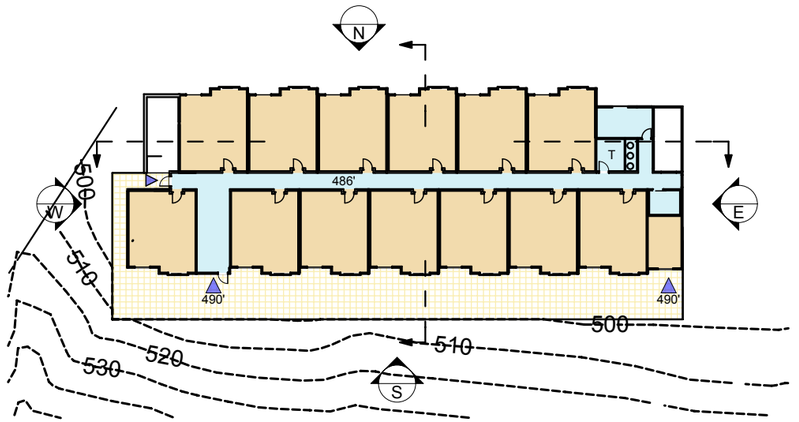
VIEW B



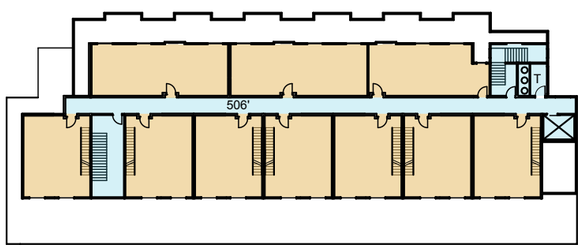
VIEW A



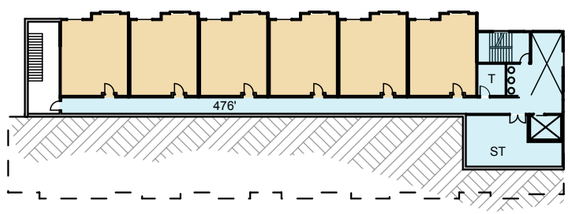
DIAGRAM REPRESENTING BUILDING DIVISION
COLORS ARE NOT INDICATIVE OF BUILDING FINISHES



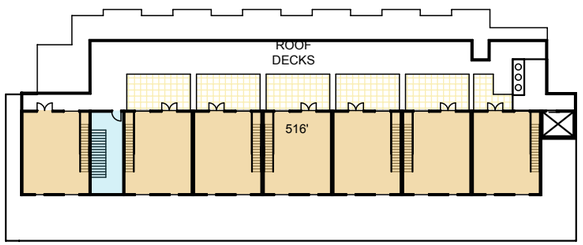
3B - LEVEL 1 - FF 486'



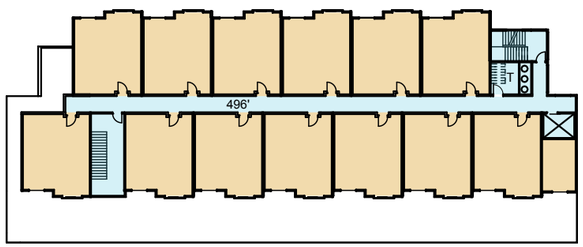
3B - LEVEL 3 - FF 506'



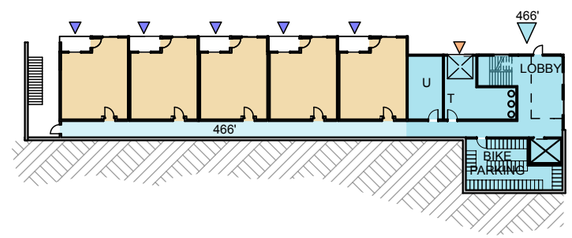
3A - LEVEL 2 - FF 476'



3B - LEVEL 4 - FF 516'



3B - LEVEL 2 - FF 496'



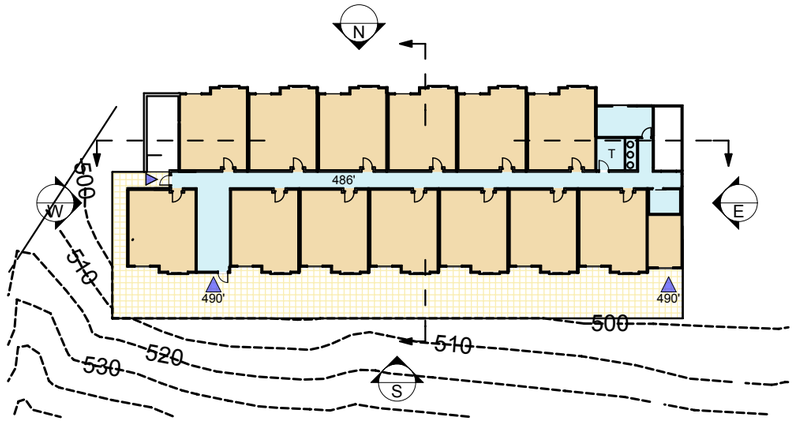
3A - LEVEL 1 - FF 466'

RESIDENTIAL
COMMON AREA
GARAGE

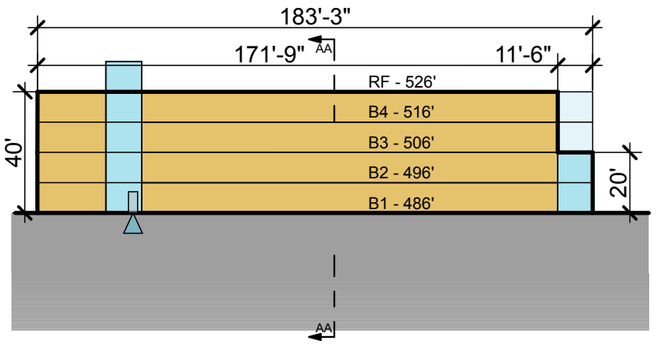
Resident Entries
Trash Pick-up Areas
Shared Lobby Entries
Vehicle Entries

0' 50'

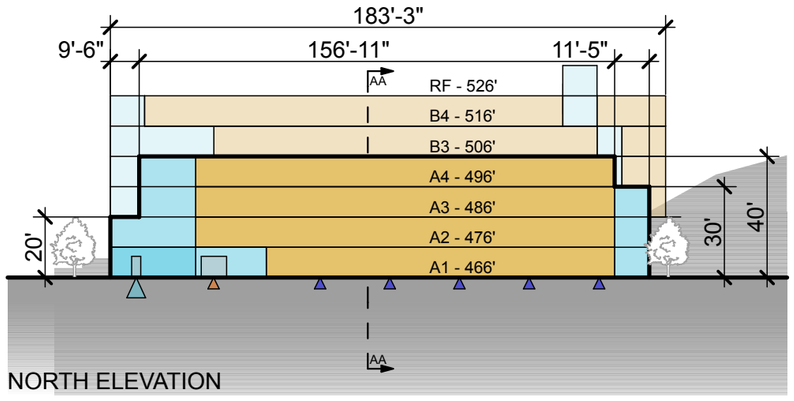
WESTLAKE URBAN | TRANSFORM URBAN | gls LANDSCAPE ARCHITECTURE | VAN METER WILLIAMS POLLACK LLP



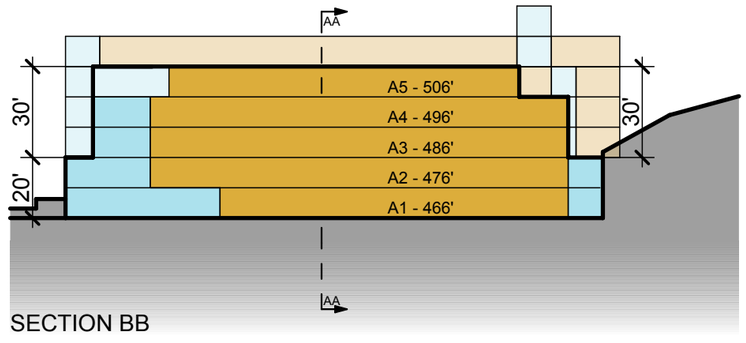
3B - LEVEL 1 - FF 486'



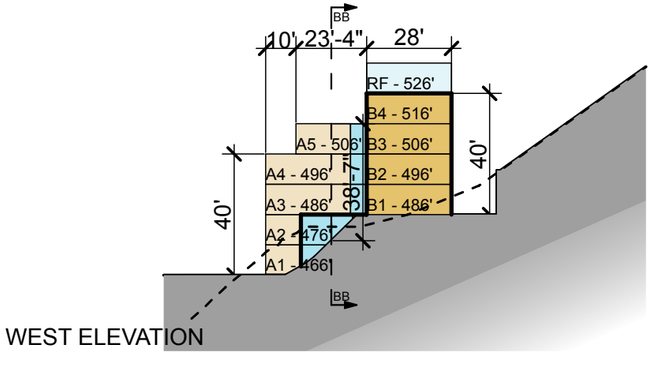
SOUTH ELEVATION



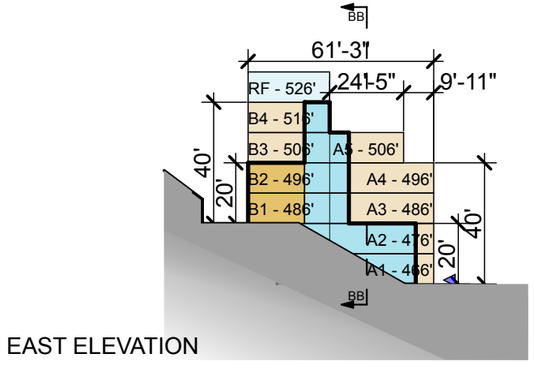
NORTH ELEVATION



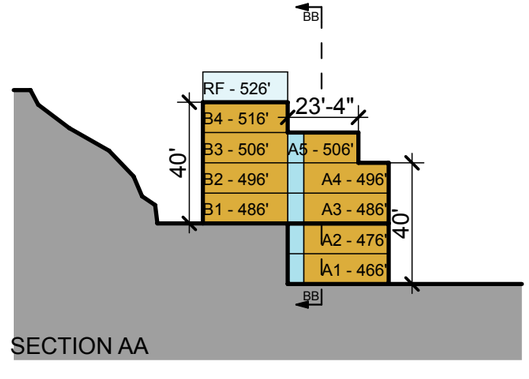
SECTION BB



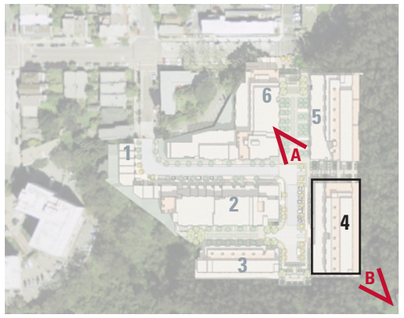
WEST ELEVATION



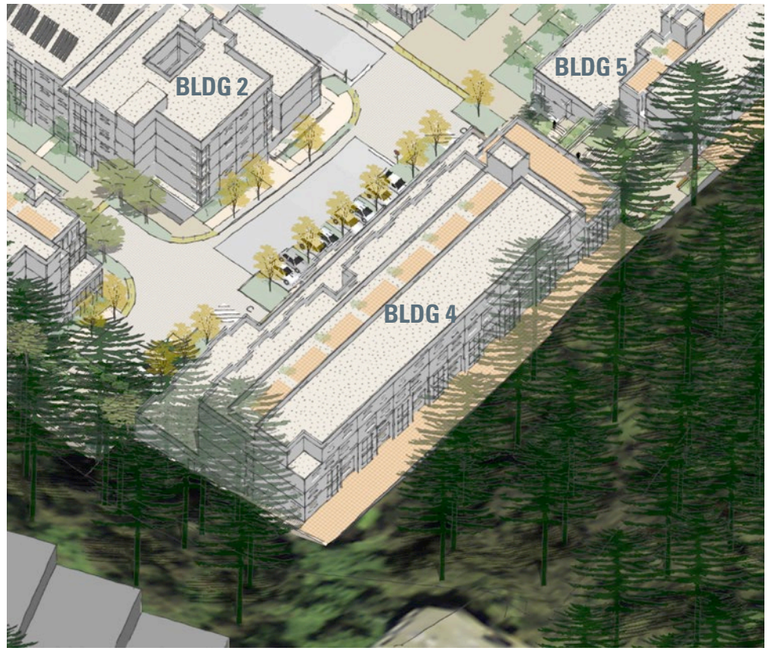
EAST ELEVATION



SECTION AA



KEY PLAN



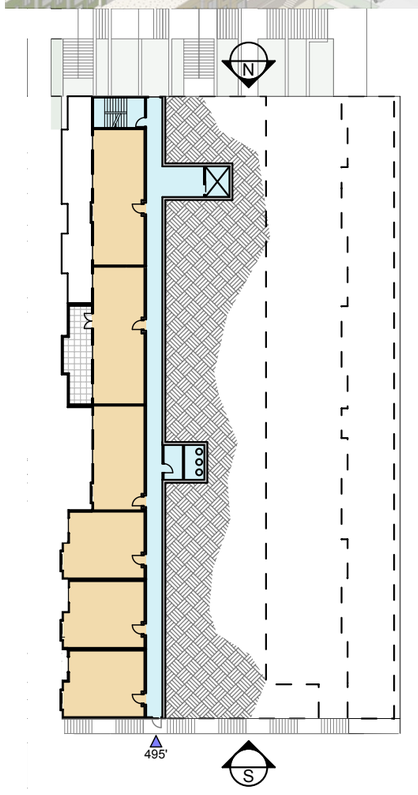
VIEW B



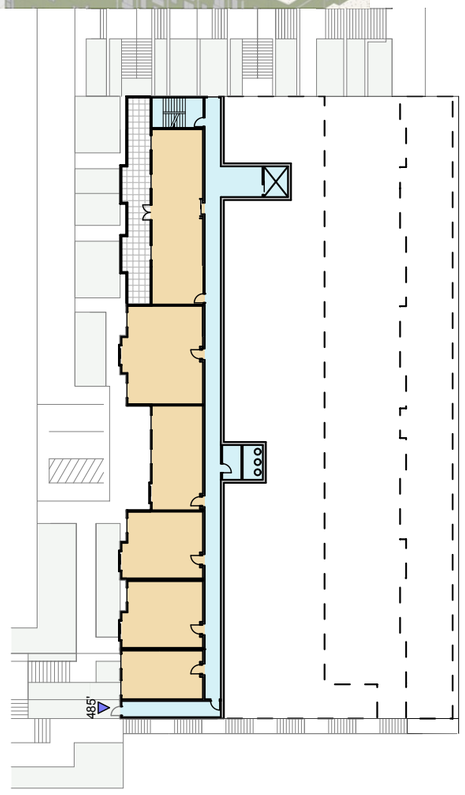
VIEW A



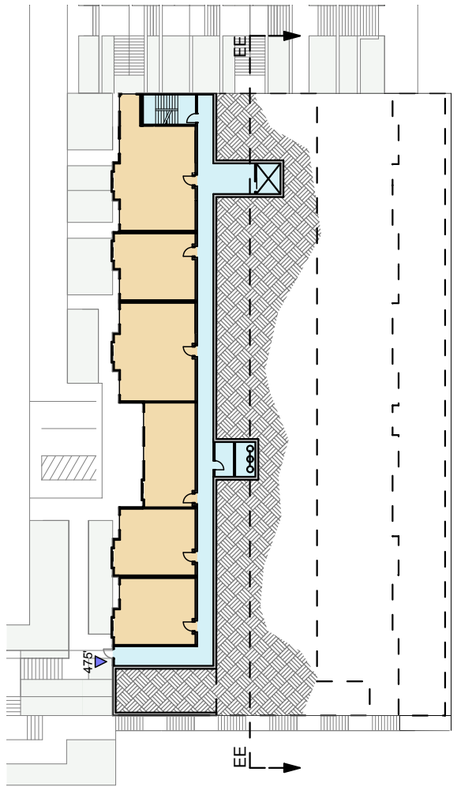
DIAGRAM REPRESENTING
BUILDING DIVISION
COLORS ARE NOT
INDICATIVE OF BUILDING
FINISHES



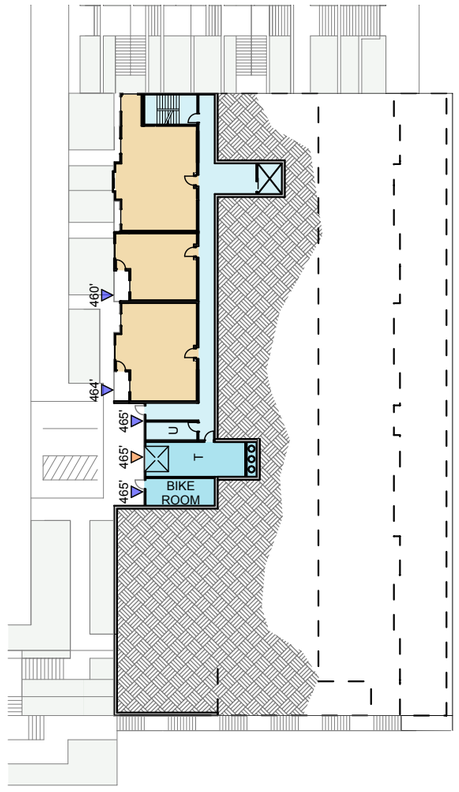
4A - LEVEL 5 - FF 495'



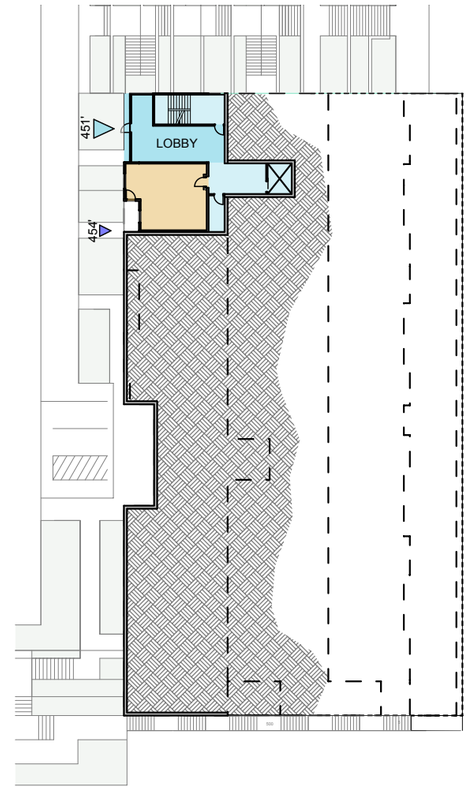
4A - LEVEL 4 - FF 485'



4A - LEVEL 3 - FF 475'



4A - LEVEL 2 - FF 465'



4A - LEVEL 1 - FF 451'

RESIDENTIAL
COMMON AREA
GARAGE

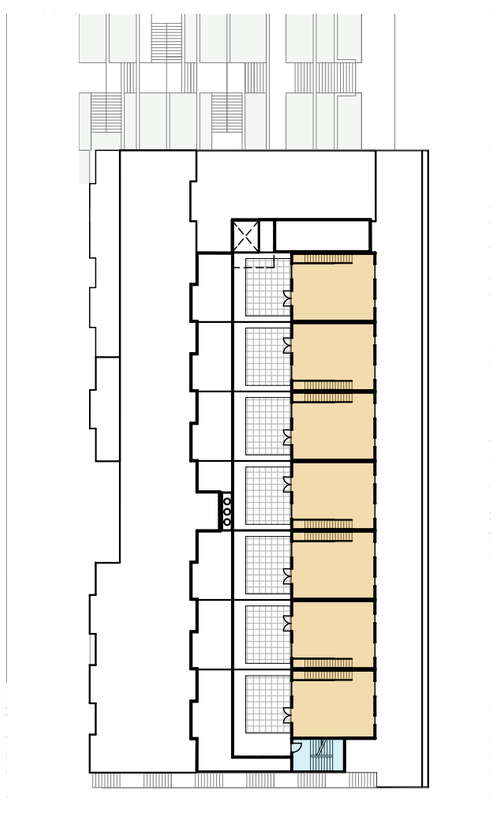
Resident Entries
Trash Pick-up Areas
Shared Lobby Entries
Vehicle Entries

0' 50'

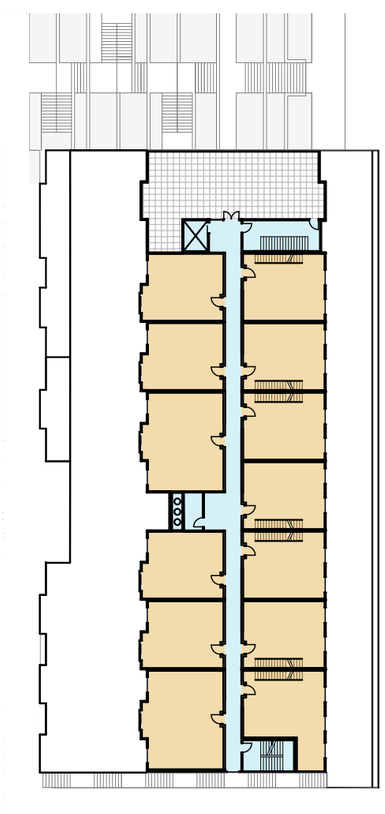
WESTLAKE URBAN
TRANSFORM URBAN
gls LANDSCAPE ARCHITECTURE
VAN METER WILLIAMS POLLACK LLP



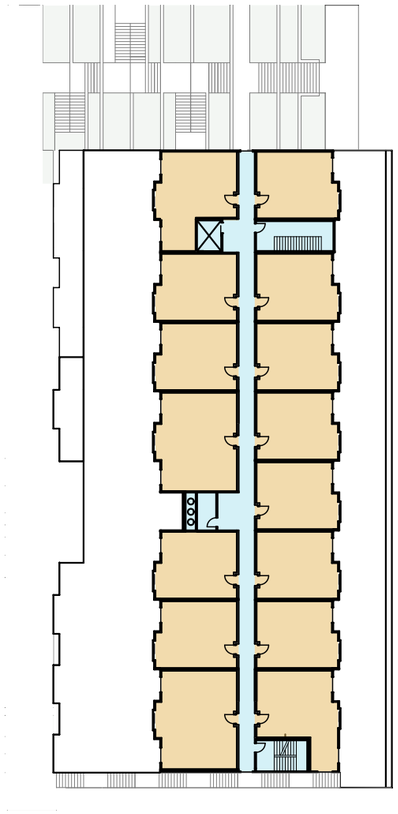
DIAGRAM REPRESENTING
BUILDING DIVISION
COLORS ARE NOT
INDICATIVE OF BUILDING
FINISHES



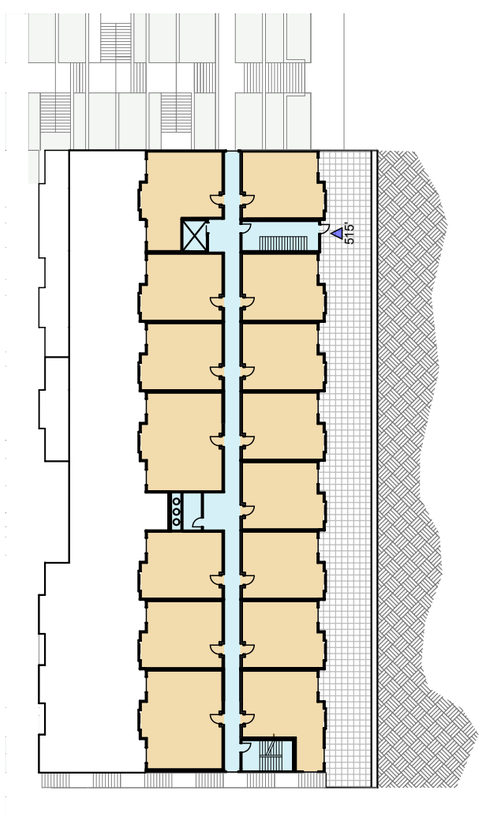
4B - LEVEL 5 - FF 545'



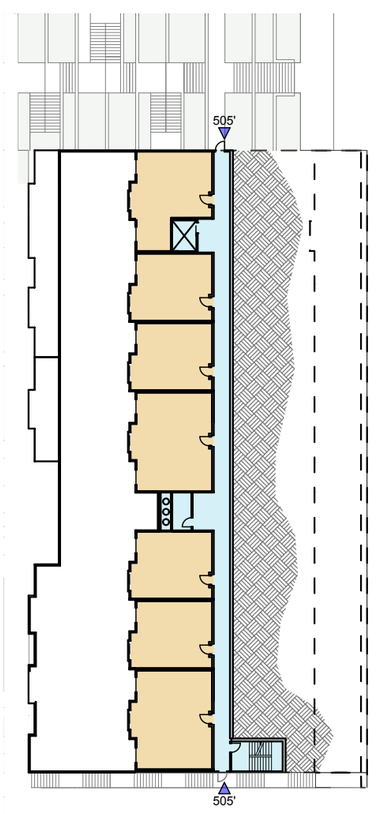
4B - LEVEL 4 - FF 535'



4B - LEVEL 3 - FF 525'



4B - LEVEL 2 - FF 515'



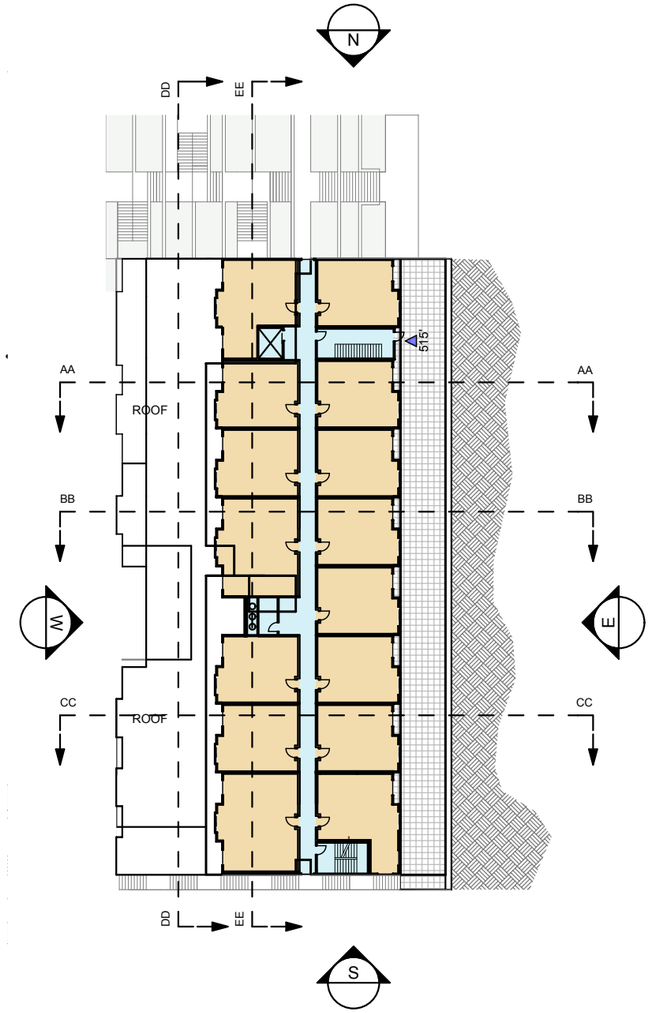
4B - LEVEL 1 - FF 505'

RESIDENTIAL
COMMON AREA
GARAGE

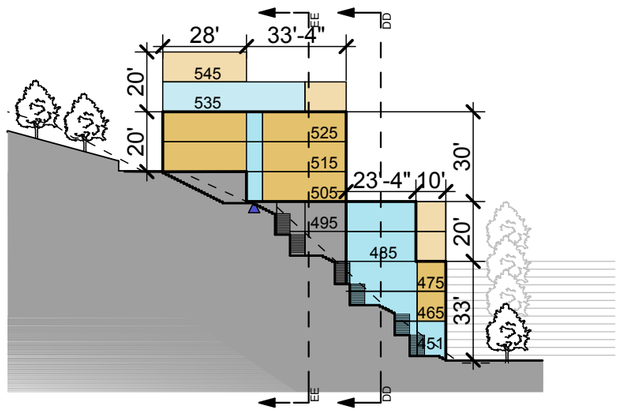
Resident Entries
Trash Pick-up Areas
Shared Lobby Entries
Vehicle Entries

0' 50'

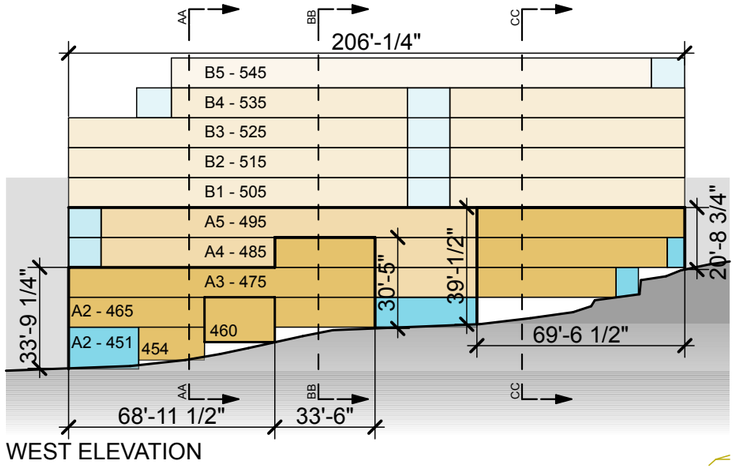
WESTLAKE URBAN
TRANSFORM URBAN
gls LANDSCAPE ARCHITECTURE
VAN METER WILLIAMS POLLACK LLP



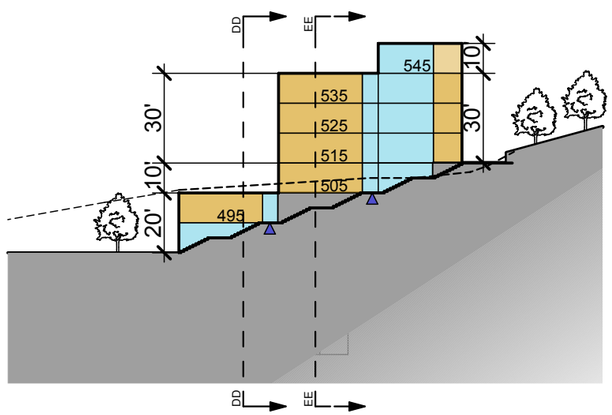
4B - LEVEL 2 - FF 515'



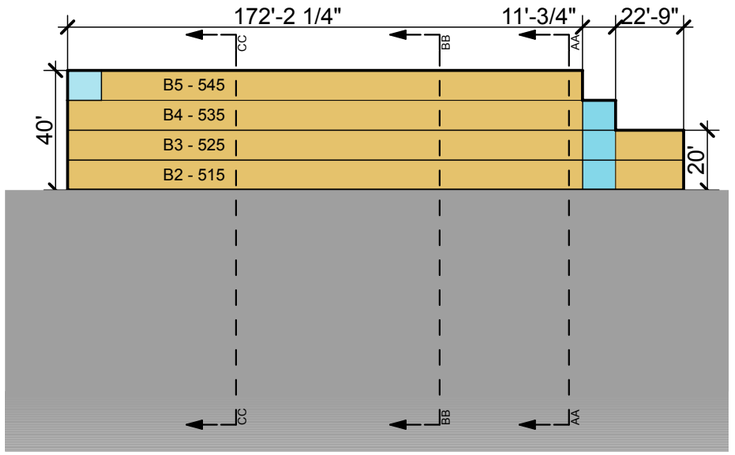
NORTH ELEVATION



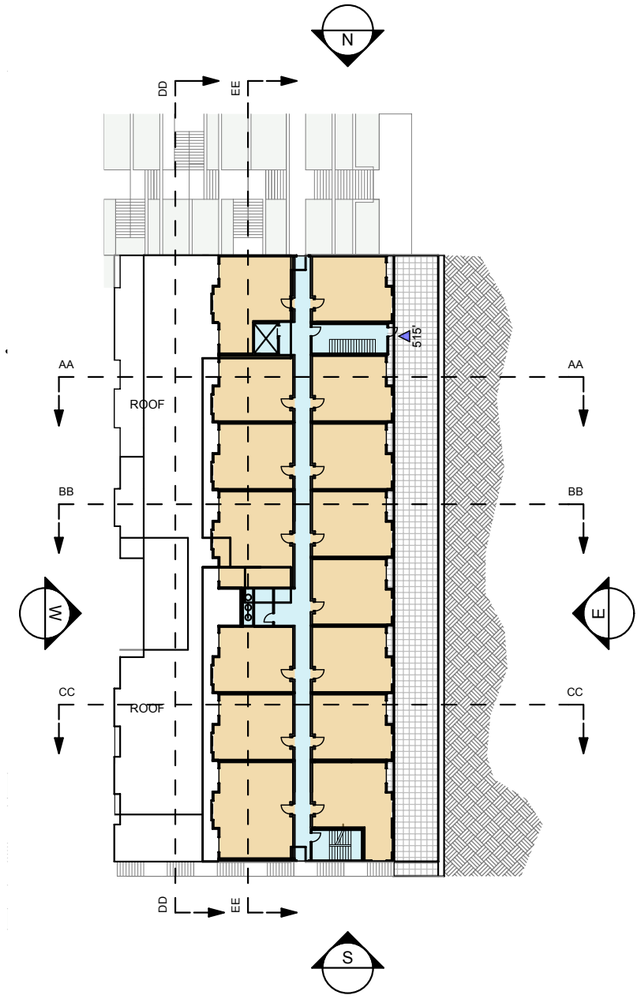
WEST ELEVATION



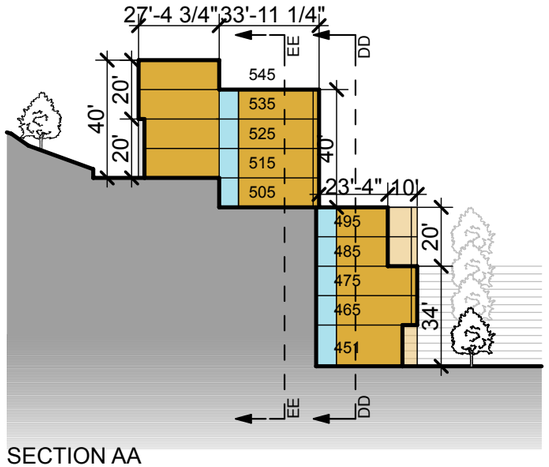
SOUTH ELEVATION



EAST ELEVATION



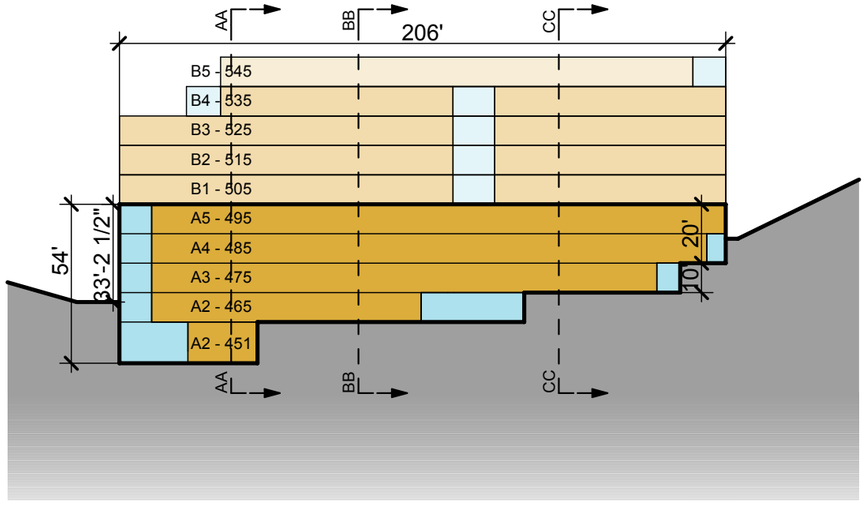
4B - LEVEL 2 - FF 515'



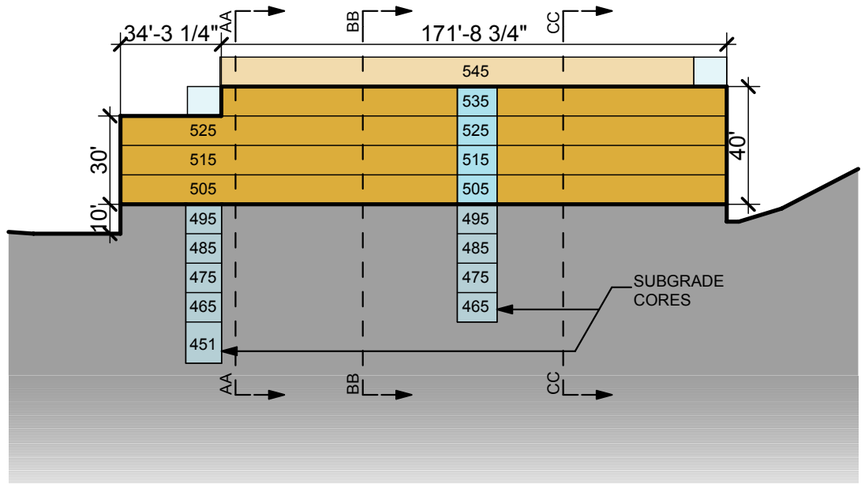
SECTION AA

SECTION BB

SECTION CC



SECTION DD



SECTION EE

THE KIRKHAM PROJECT | BUILDING 4

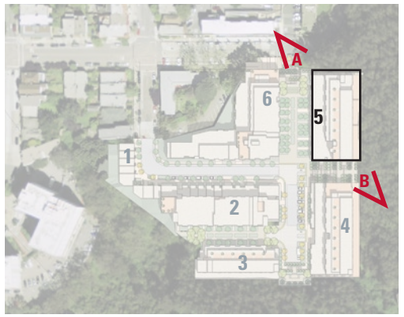
SAN FRANCISCO, CA | MAY 6, 2016 | CU UPDATE

RESIDENTIAL
COMMON AREA
GARAGE

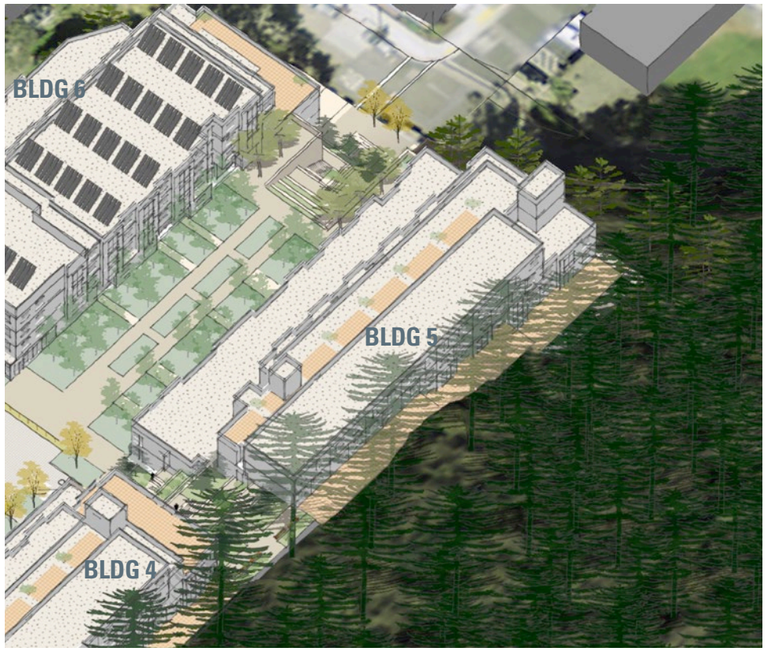
Resident Entries
Trash Pick-up Areas
Shared Lobby Entries
Vehicle Entries

0' 50'

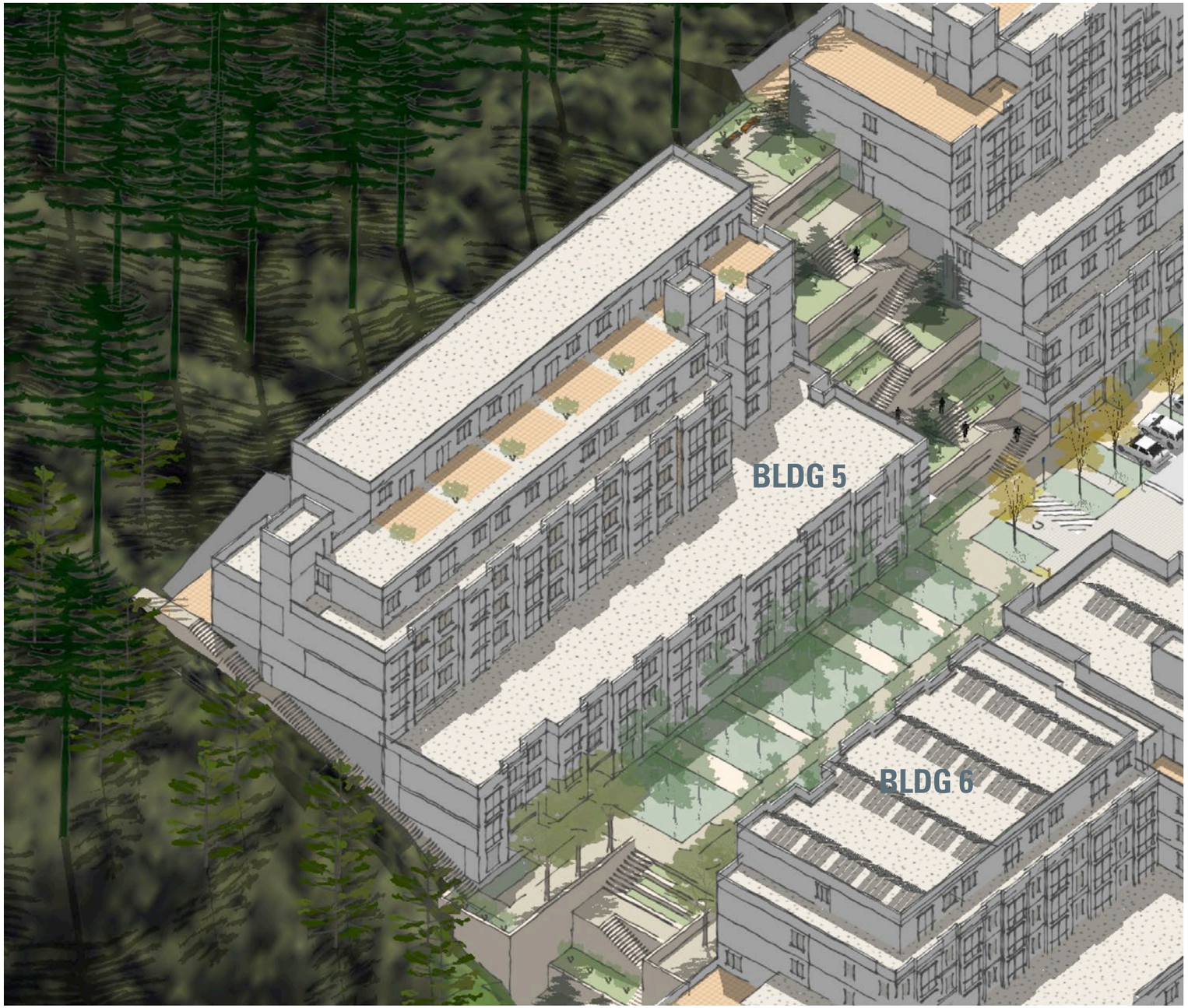
WESTLAKE URBAN
TRANSFORM URBAN
gls LANDSCAPE ARCHITECTURE
VAN METER WILLIAMS POLLACK LLP



KEY PLAN



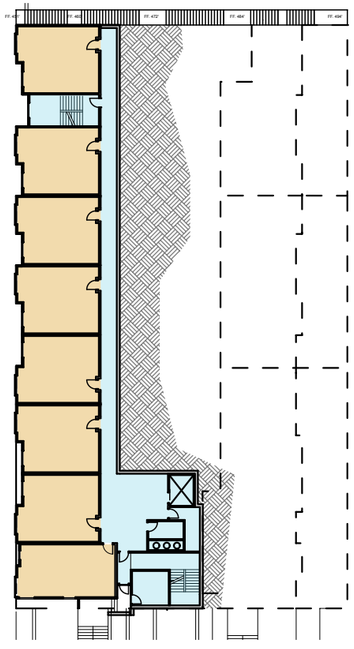
VIEW B



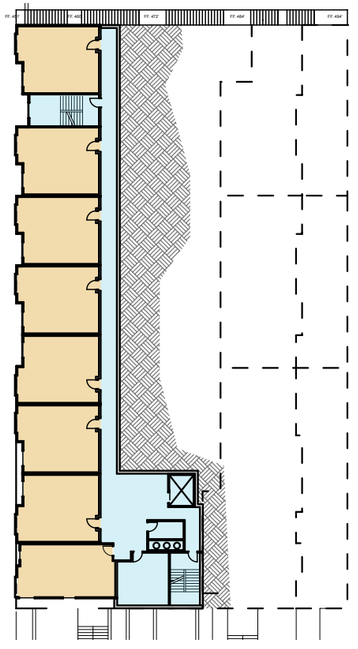
VIEW A



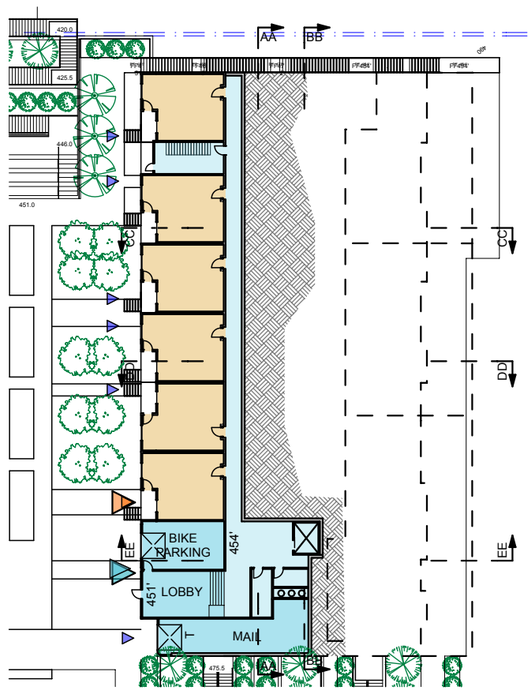
DIAGRAM REPRESENTING
BUILDING DIVISION
COLORS ARE NOT INDICATIVE
OF BUILDING FINISHES



5A - LEVEL 3 - FF 474'



5A - LEVEL 2 - FF 464'



5A - LEVEL 1 - FF 451'

RESIDENTIAL
COMMON AREA
GARAGE

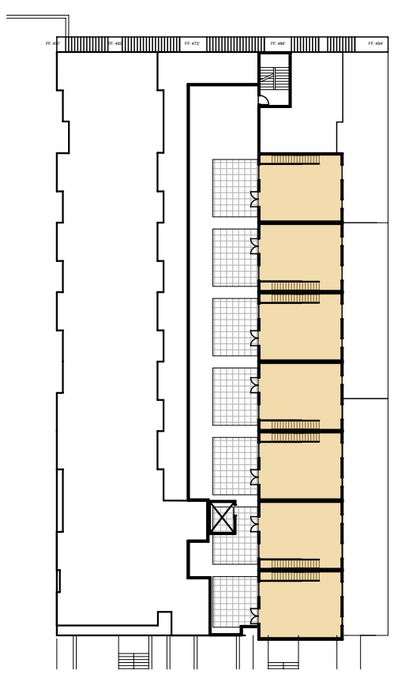
Resident Entries
Trash Pick-up Areas
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0' 50'

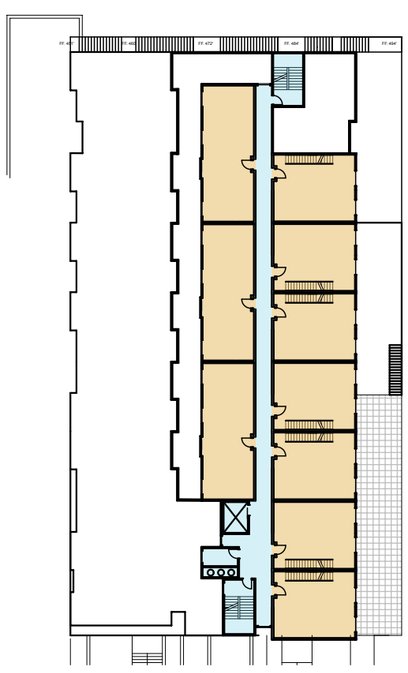
WESTLAKE URBAN
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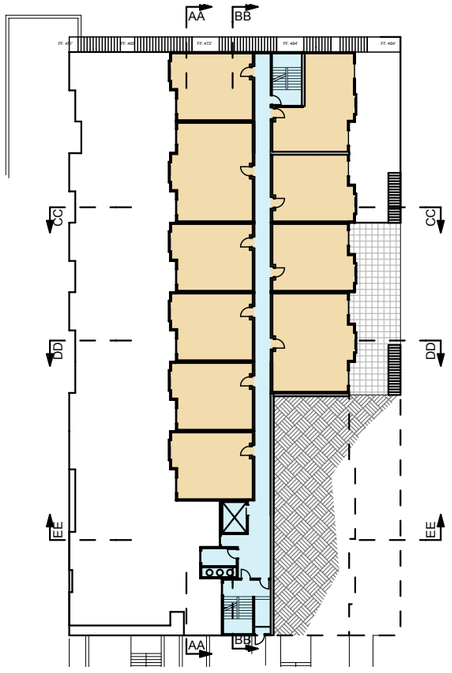
DIAGRAM REPRESENTING
BUILDING DIVISION
COLORS ARE NOT INDICATIVE
OF BUILDING FINISHES



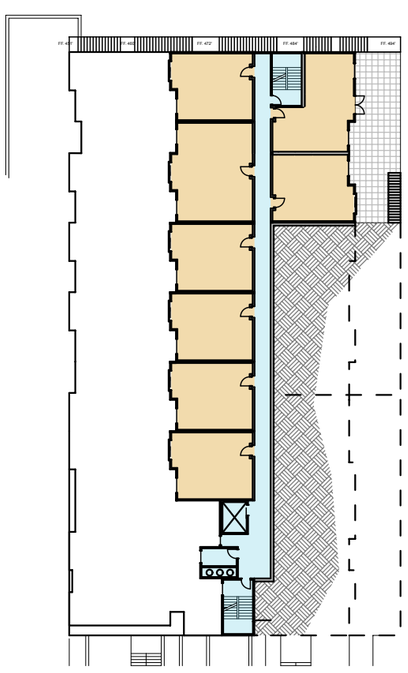
5B - LEVEL 5 - FF 524'



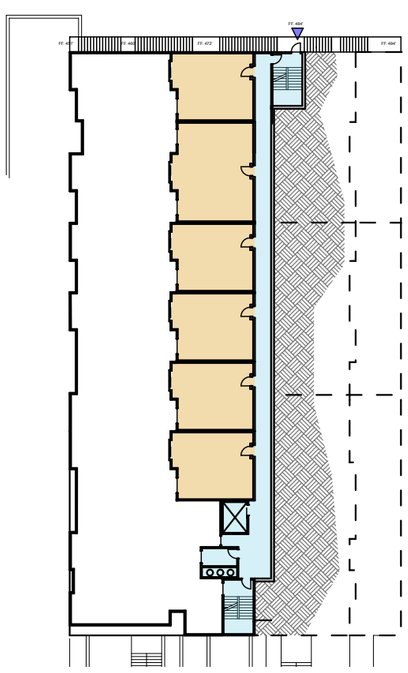
5B - LEVEL 4 - FF 514'



5B- LEVEL 3 - FF 504'



5B - LEVEL 2 - FF 494'



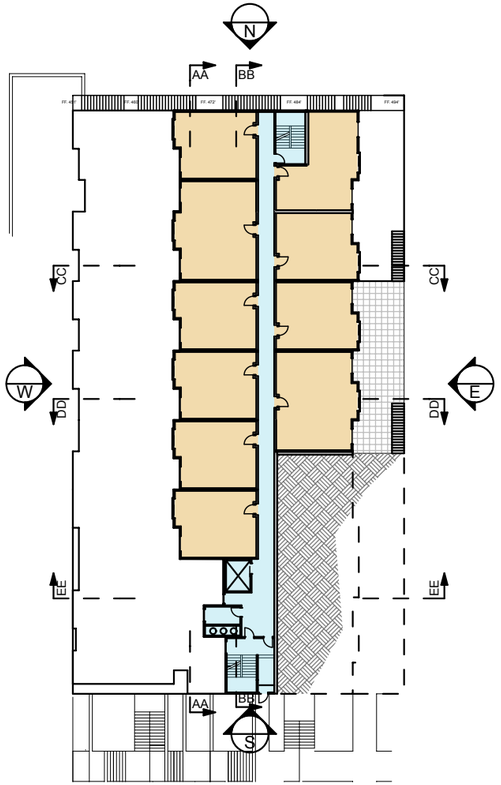
5B - LEVEL 1 - FF 484'

RESIDENTIAL
COMMON AREA
GARAGE

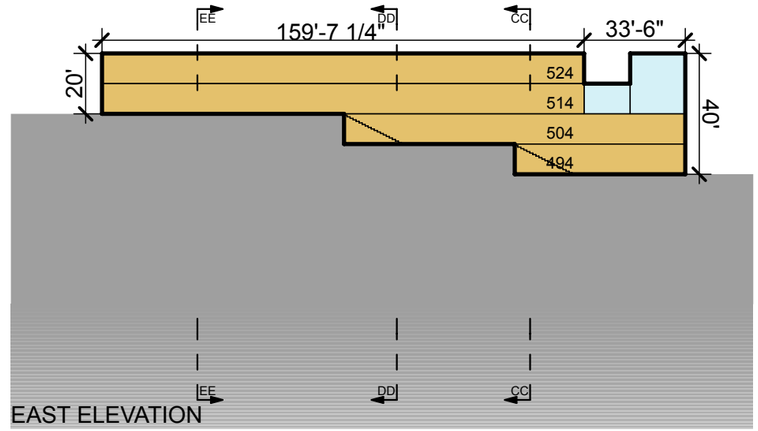
Resident Entries
Trash Pick-up Areas
Shared Lobby Entries
Vehicle Entries

0' 50'

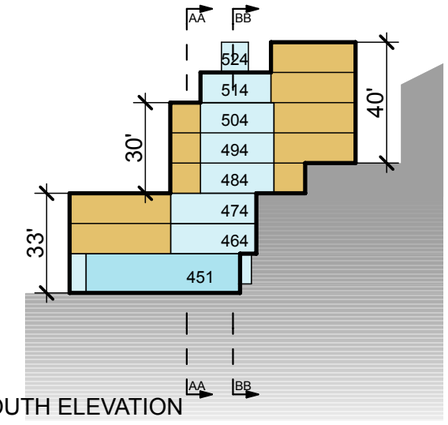
WESTLAKE URBAN
TRANSFORM URBAN
gls LANDSCAPE ARCHITECTURE
VAN METER WILLIAMS POLLACK LLP



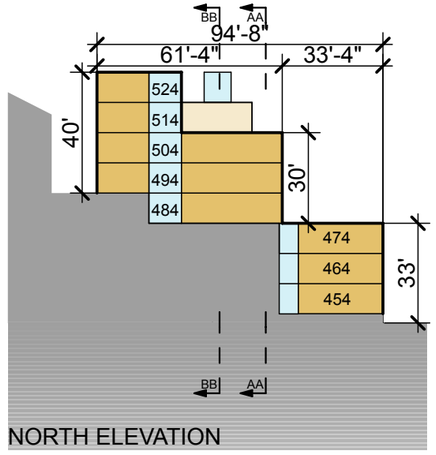
5B- LEVEL 3 - FF 504'



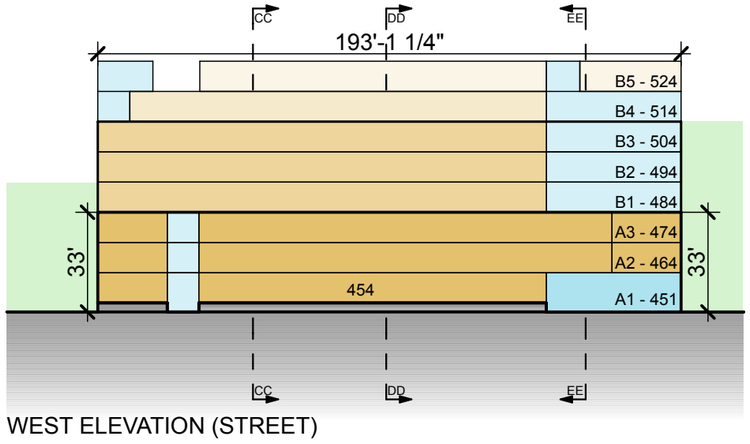
EAST ELEVATION



SOUTH ELEVATION



NORTH ELEVATION



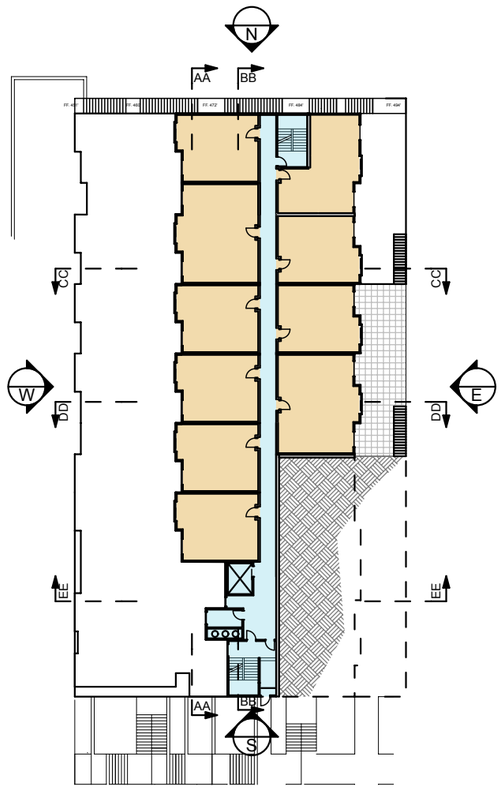
WEST ELEVATION (STREET)

RESIDENTIAL
COMMON AREA
GARAGE

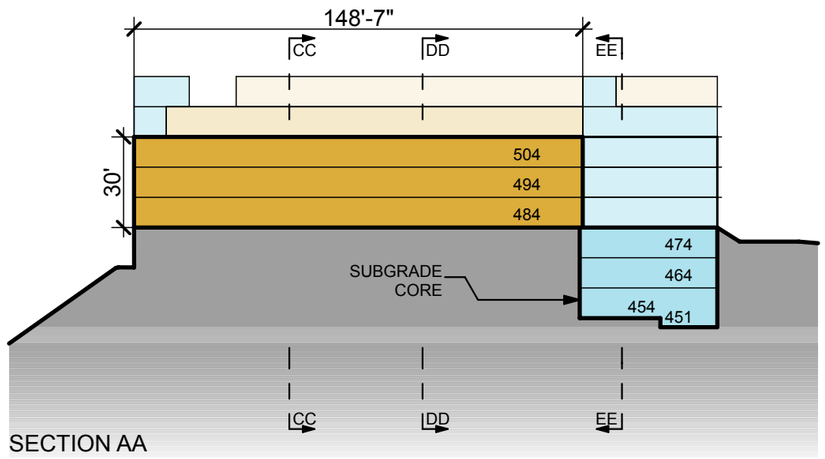
Resident Entries
Trash Pick-up Areas
Shared Lobby Entries
Vehicle Entries

0' 50'

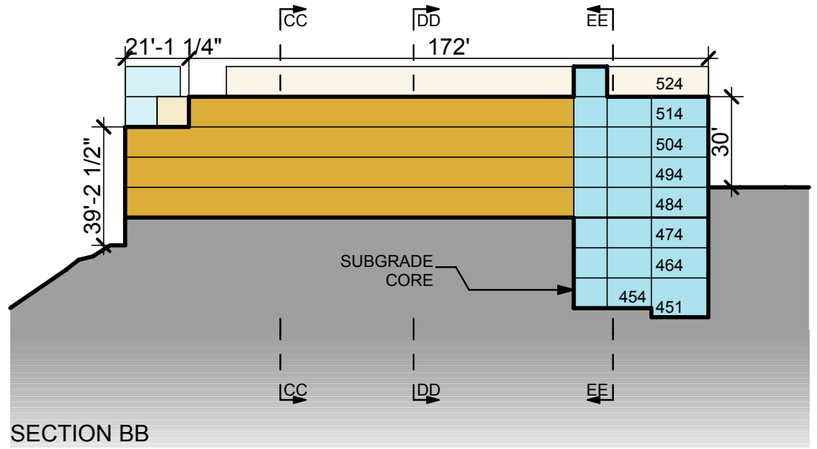
WESTLAKE URBAN
TRANSFORM URBAN
gls LANDSCAPE ARCHITECTURE
VAN METER WILLIAMS POLLACK LLP



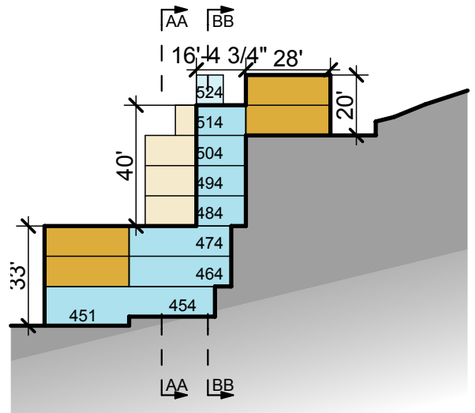
5B- LEVEL 3 - FF 504'



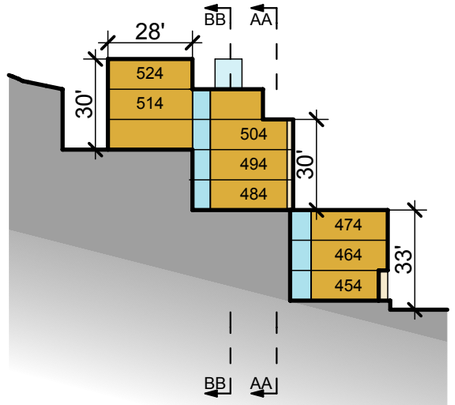
SECTION AA



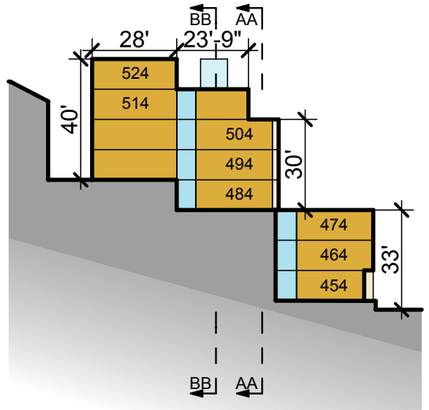
SECTION BB



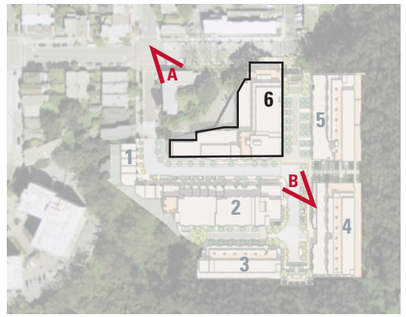
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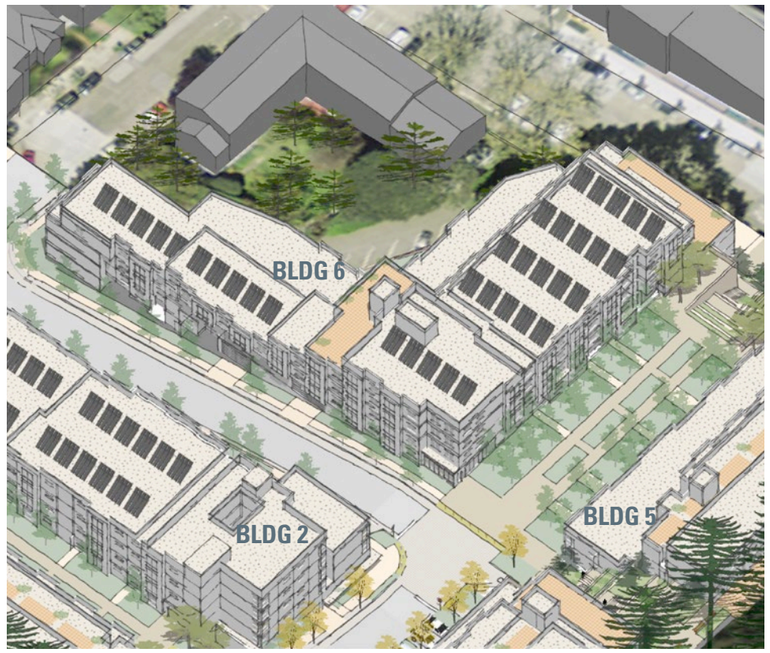
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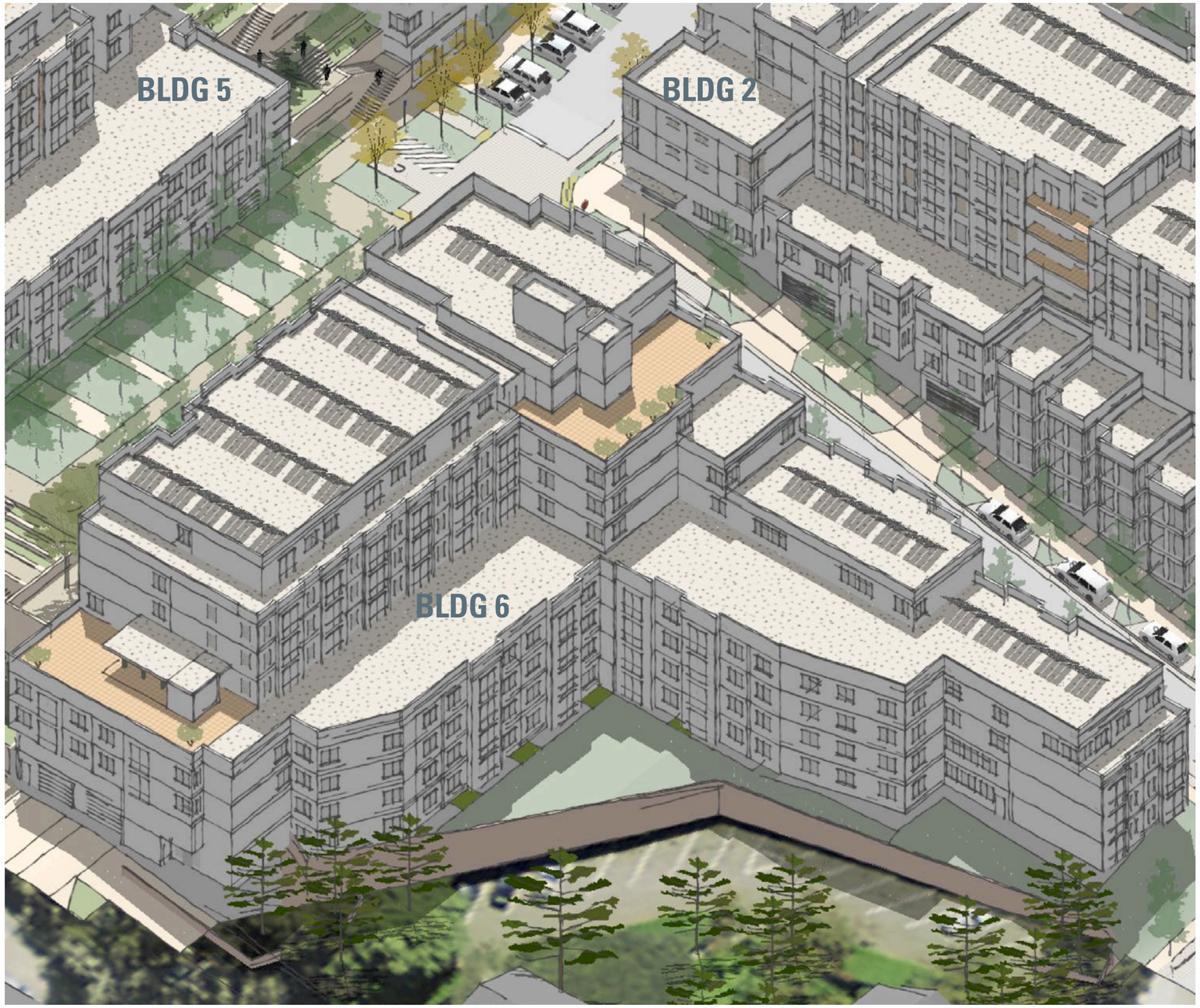
SECTION CC



KEY PLAN



VIEW B



VIEW A

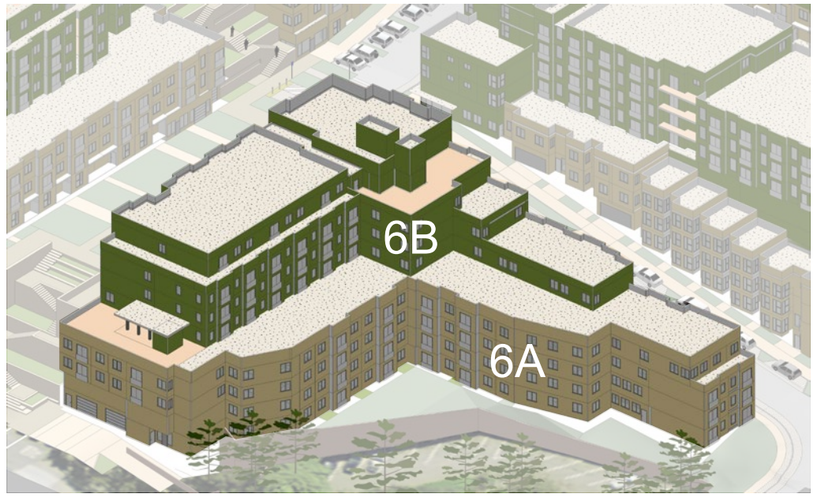
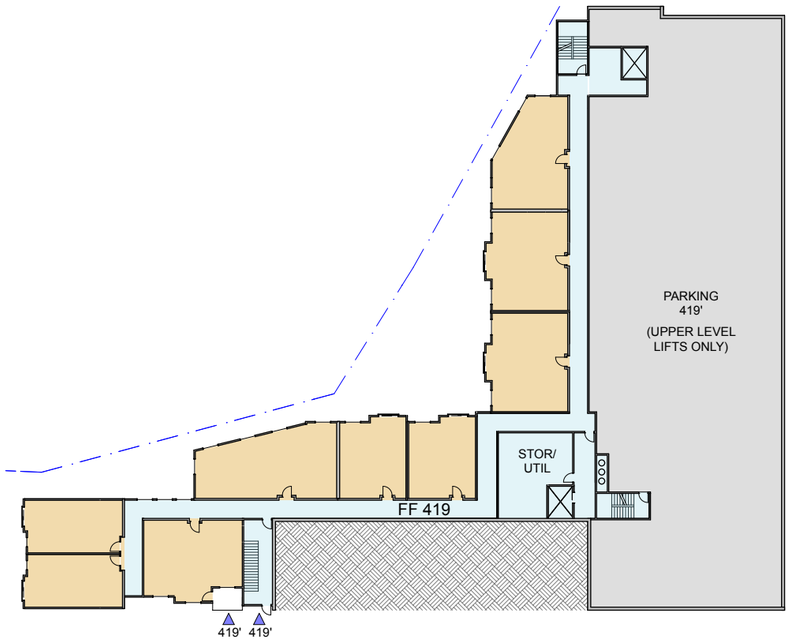
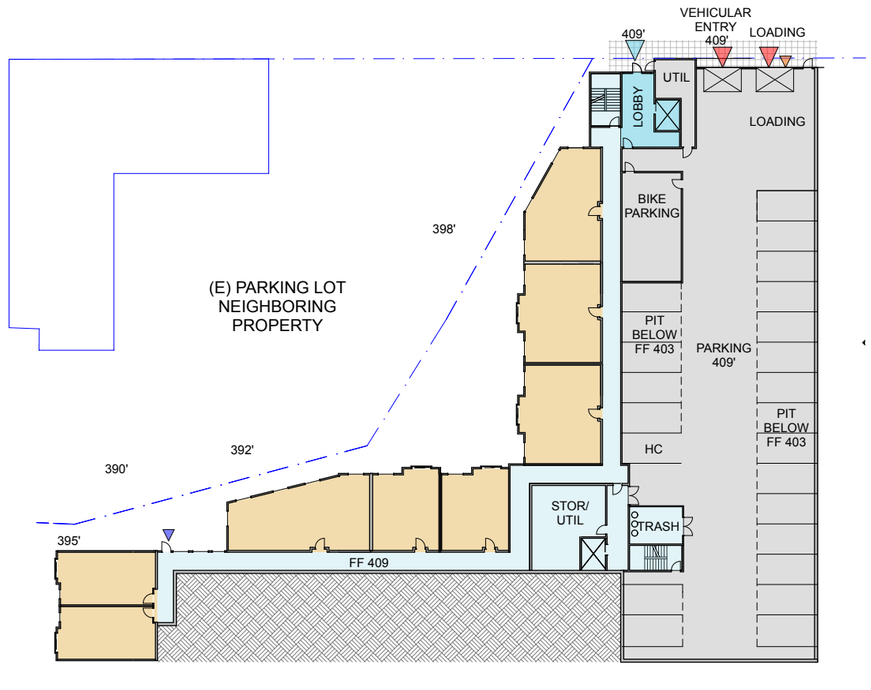


DIAGRAM REPRESENTING
BUILDING DIVISION
COLORS ARE NOT INDICATIVE
OF BUILDING FINISHES



6A - LEVEL 2- FF 419'



6A - LEVEL 1 - FF 409'

RESIDENTIAL
COMMON AREA
GARAGE

Resident Entries
Trash Pick-up Areas
Shared Lobby Entries
Vehicle Entries

0' 50'

WESTLAKE URBAN
TRANSFORM URBAN
gls LANDSCAPE ARCHITECTURE
VAN METER WILLIAMS POLLACK LLP

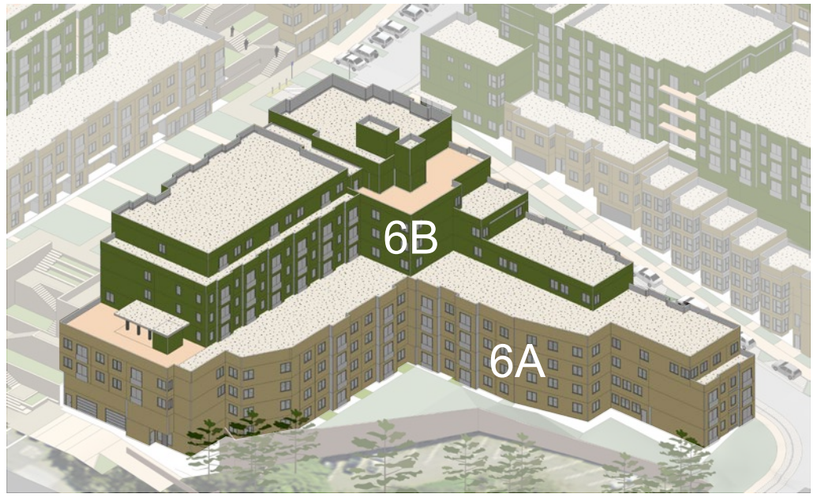
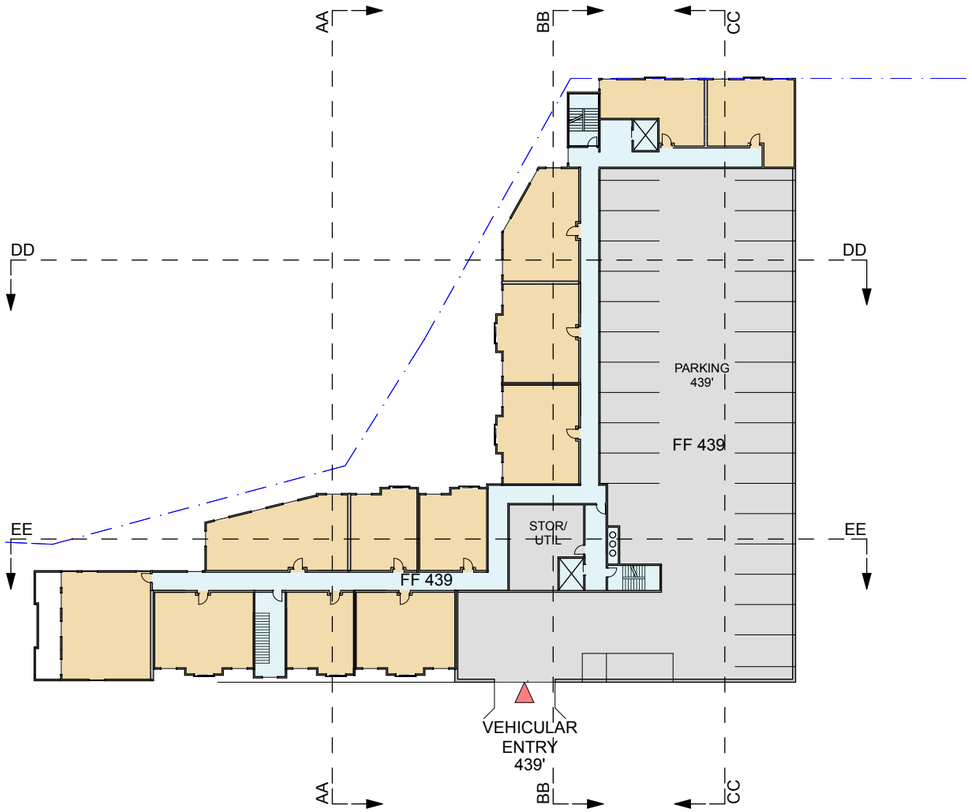
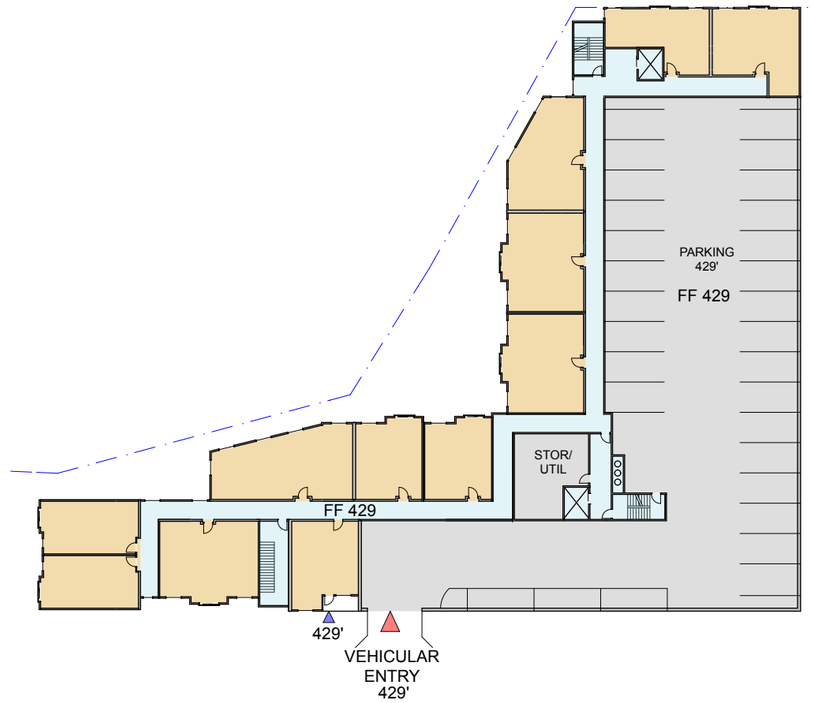


DIAGRAM REPRESENTING
BUILDING DIVISION
COLORS ARE NOT INDICATIVE
OF BUILDING FINISHES



6A - LEVEL 4 - FF 439'



6A - LEVEL 3 - FF 429'

RESIDENTIAL
COMMON AREA
GARAGE

Resident Entries
Trash Pick-up Areas
Shared Lobby Entries
Vehicle Entries

0' 50'

WESTLAKE URBAN
TRANSFORM URBAN
gls LANDSCAPE ARCHITECTURE
VAN METER WILLIAMS POLLACK LLP

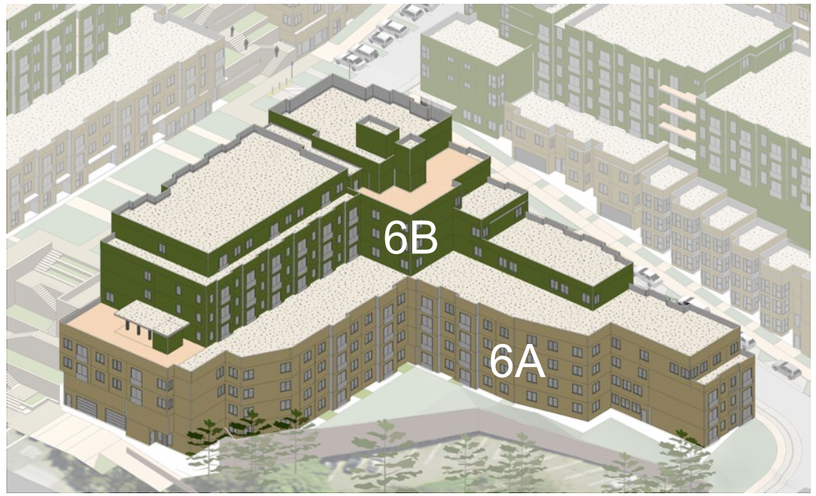
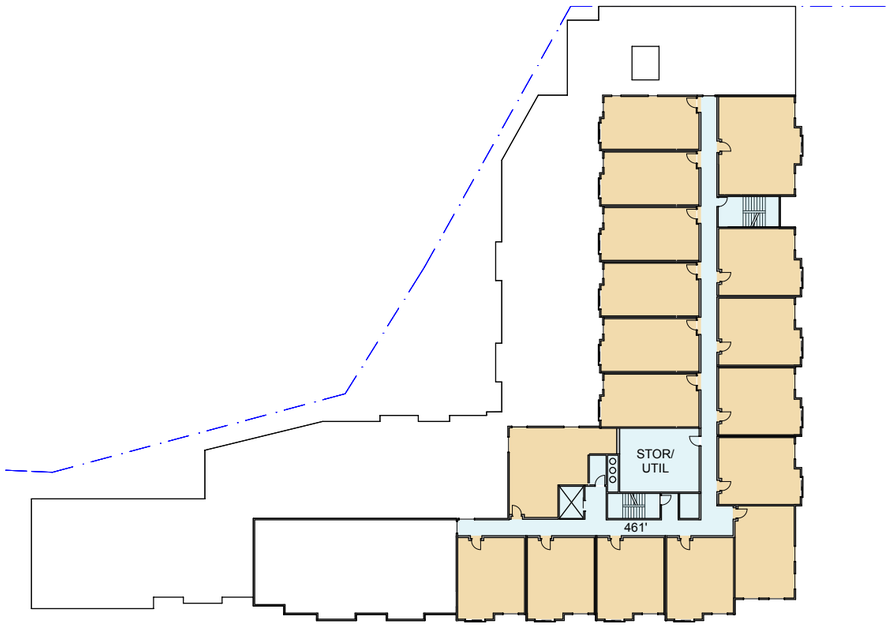
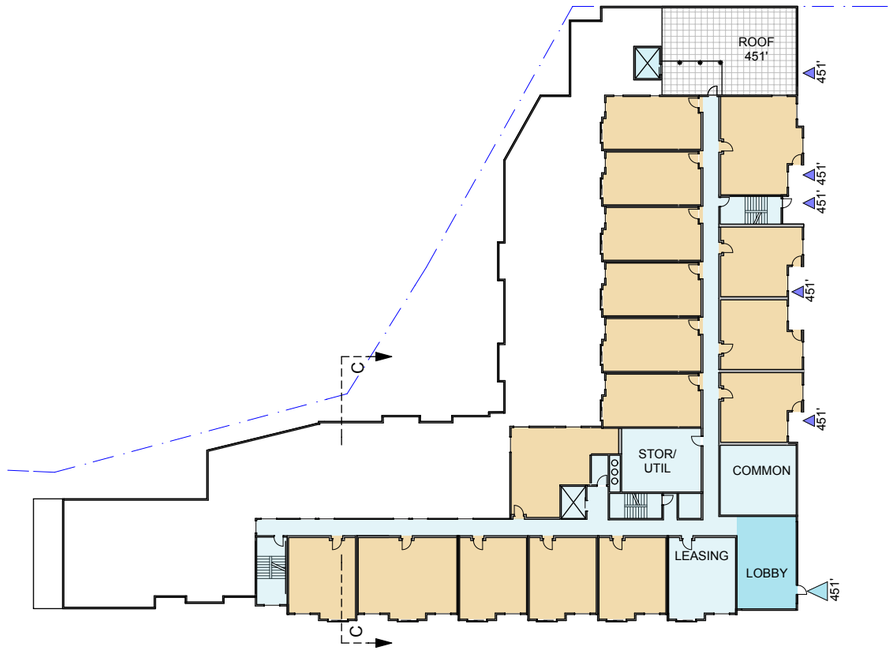


DIAGRAM REPRESENTING
BUILDING DIVISION
COLORS ARE NOT INDICATIVE
OF BUILDING FINISHES



6B - LEVEL 2 - FF 461'



6B - LEVEL 1 - FF 451'

RESIDENTIAL
COMMON AREA
GARAGE

Resident Entries
Trash Pick-up Areas
Shared Lobby Entries
Vehicle Entries

0' 50'

WESTLAKE URBAN
TRANSFORM URBAN
gls LANDSCAPE ARCHITECTURE
VAN METER WILLIAMS POLLACK LLP

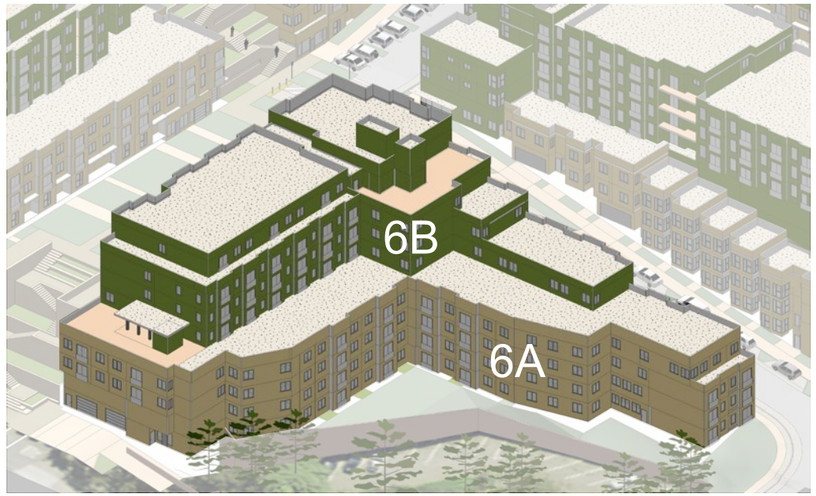
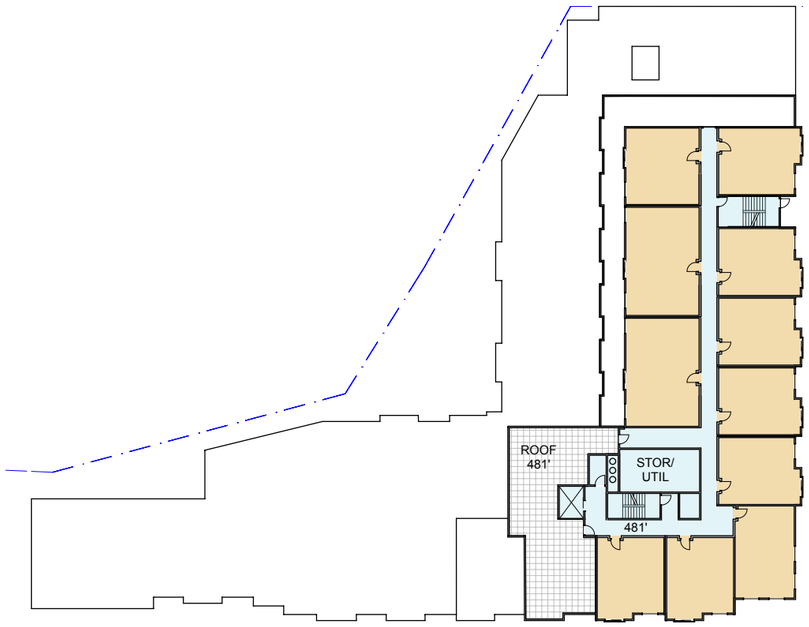
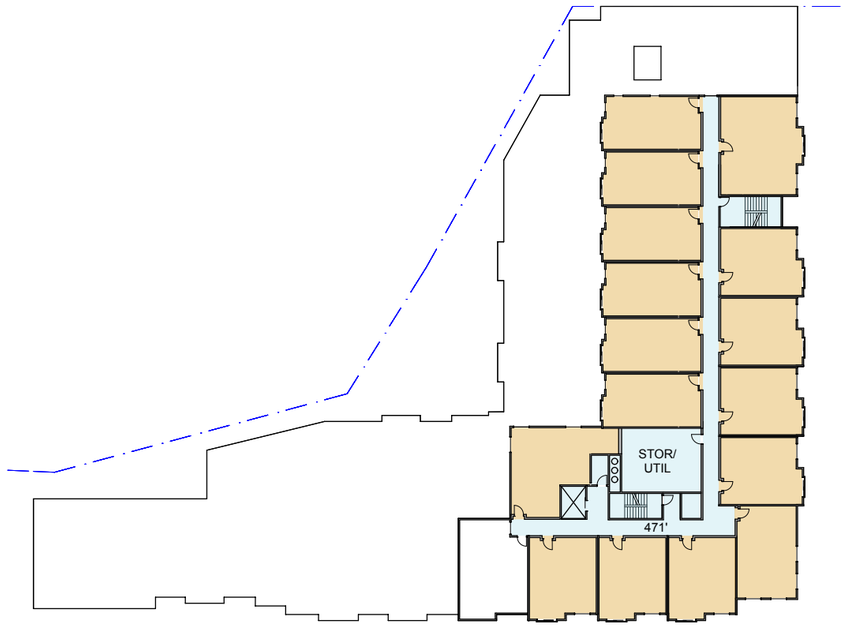


DIAGRAM REPRESENTING
BUILDING DIVISION
COLORS ARE NOT INDICATIVE
OF BUILDING FINISHES



6B - LEVEL 4 - FF 481'



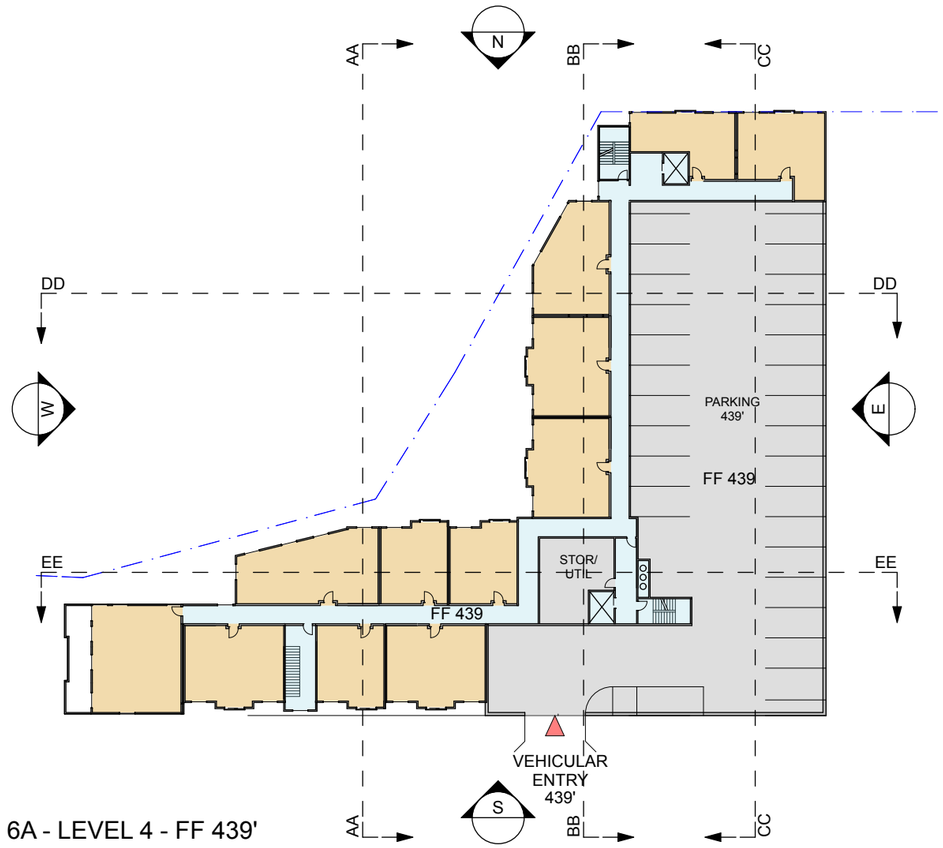
6B - LEVEL 3 - FF 471'

RESIDENTIAL
COMMON AREA
GARAGE

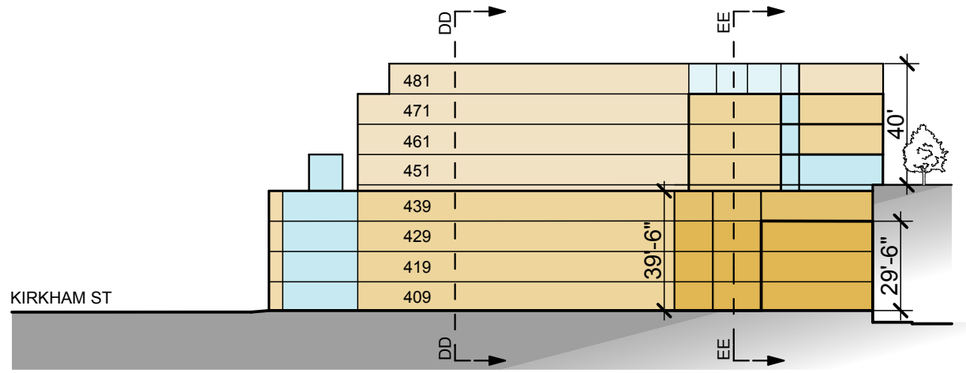
Resident Entries
Trash Pick-up Areas
Shared Lobby Entries
Vehicle Entries

0' 50'

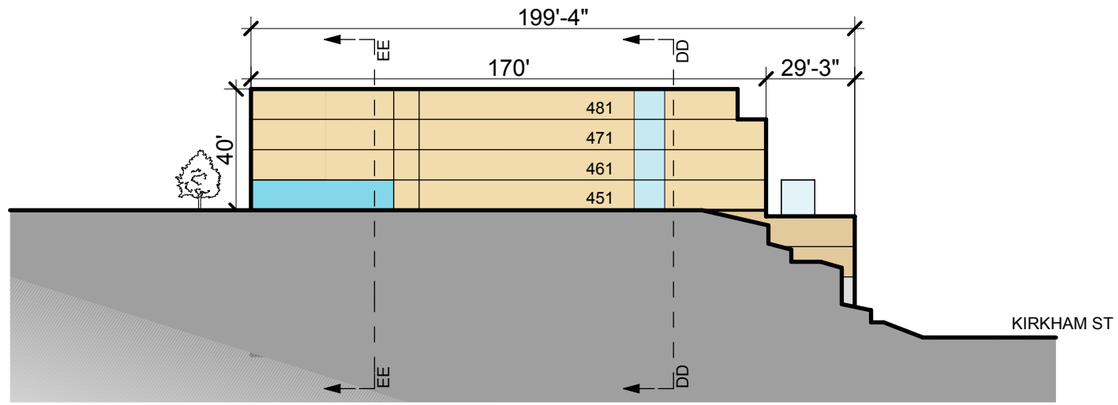
WESTLAKE URBAN
TRANSFORM URBAN
gls LANDSCAPE ARCHITECTURE
VAN METER WILLIAMS POLLACK LLP



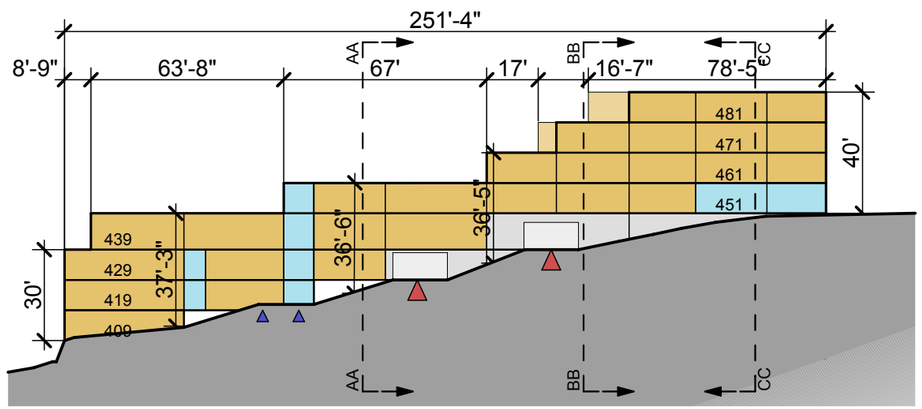
6A - LEVEL 4 - FF 439'



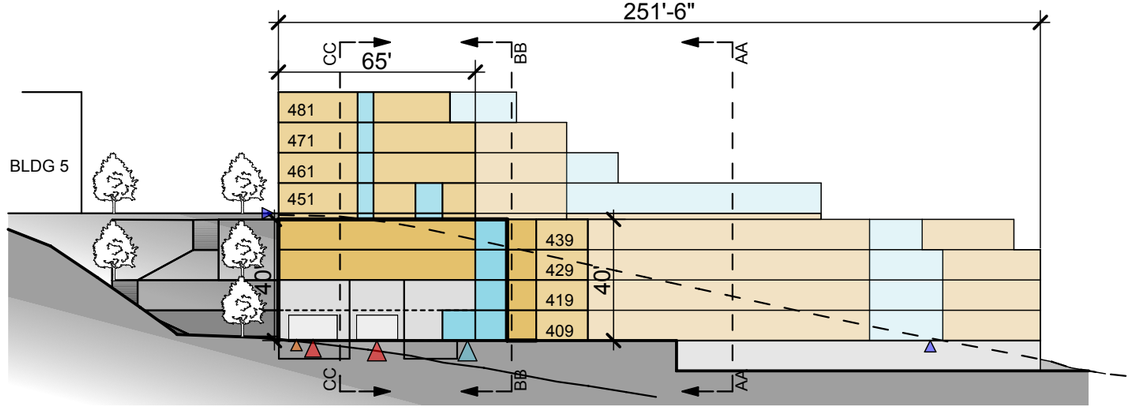
WEST ELEVATION



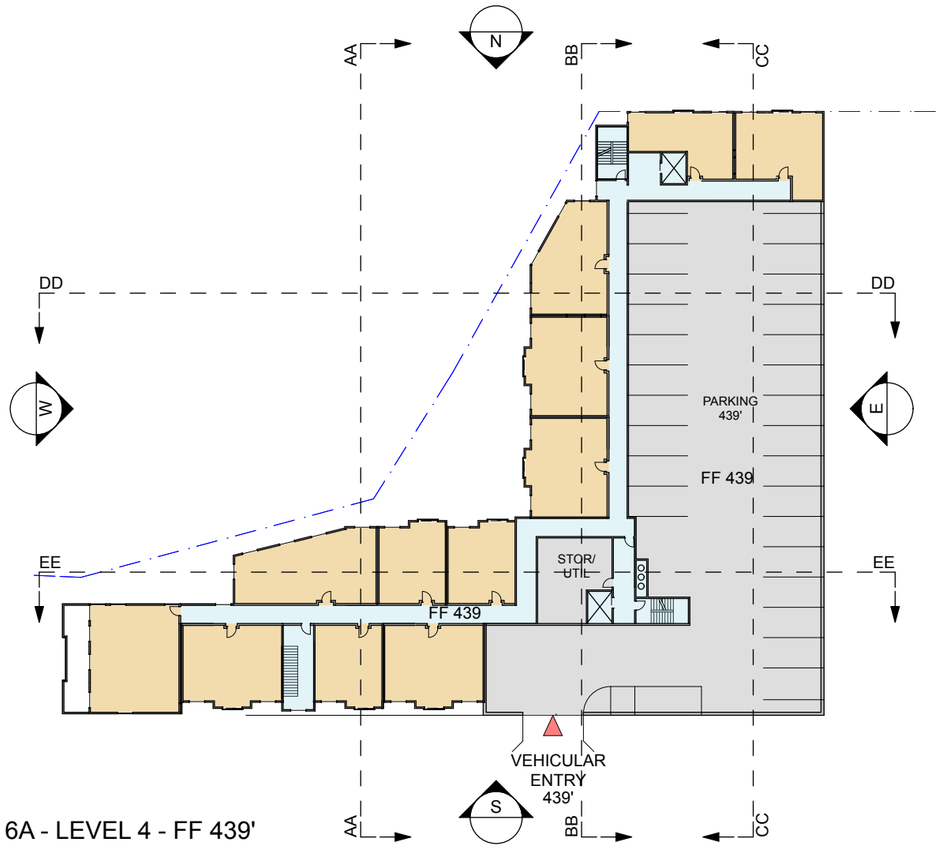
EAST ELEVATION



SOUTH ELEVATION - STREET ELEVATION AT 5TH AVENUE

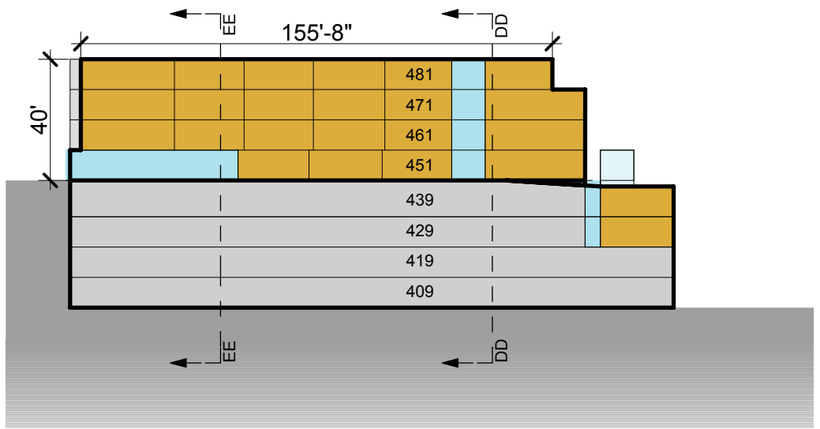


NORTH ELEVATION - STREET ELEVATION AT KIRKHAM

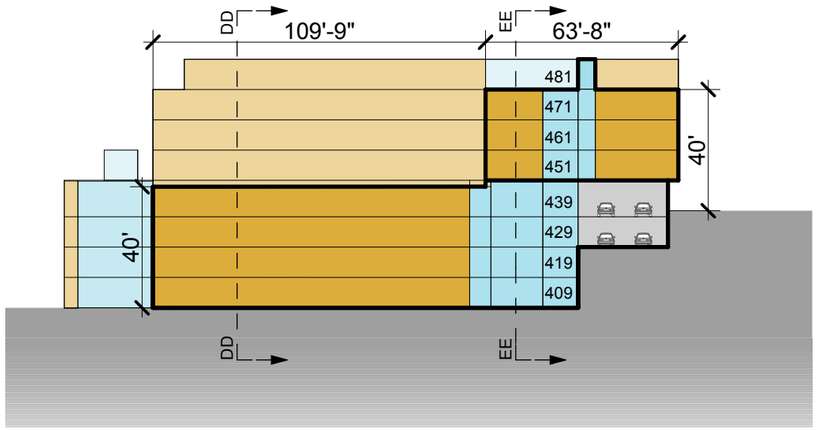


6A - LEVEL 4 - FF 439'

SECTION AA



SECTION CC

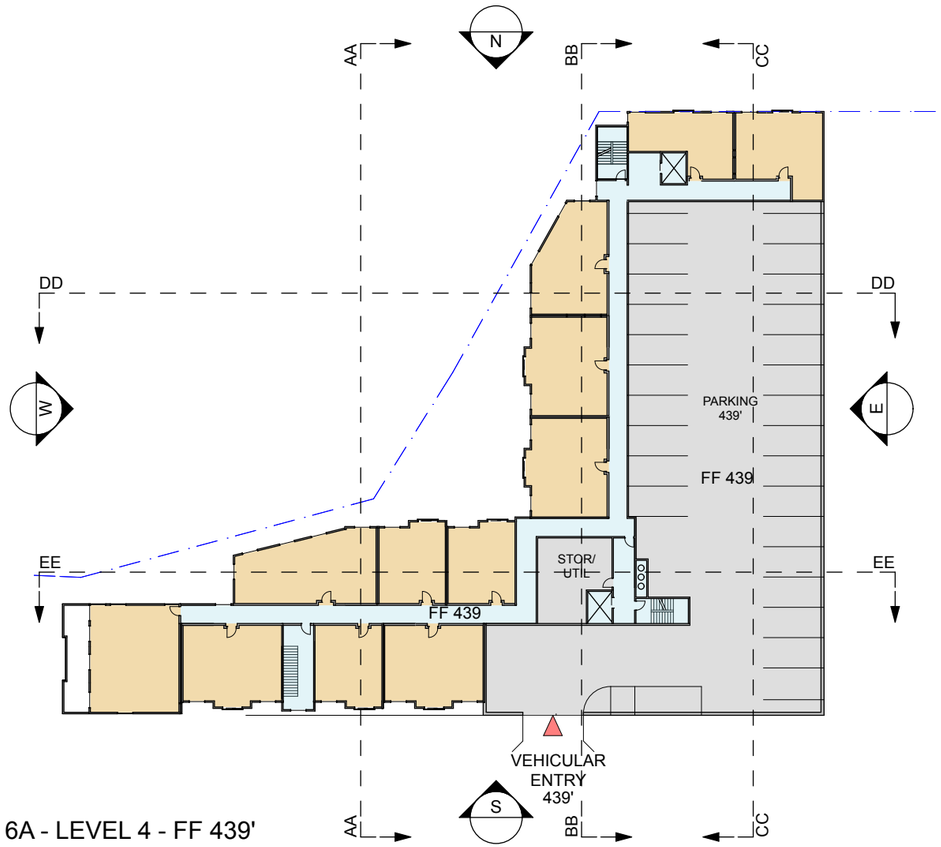


SECTION BB

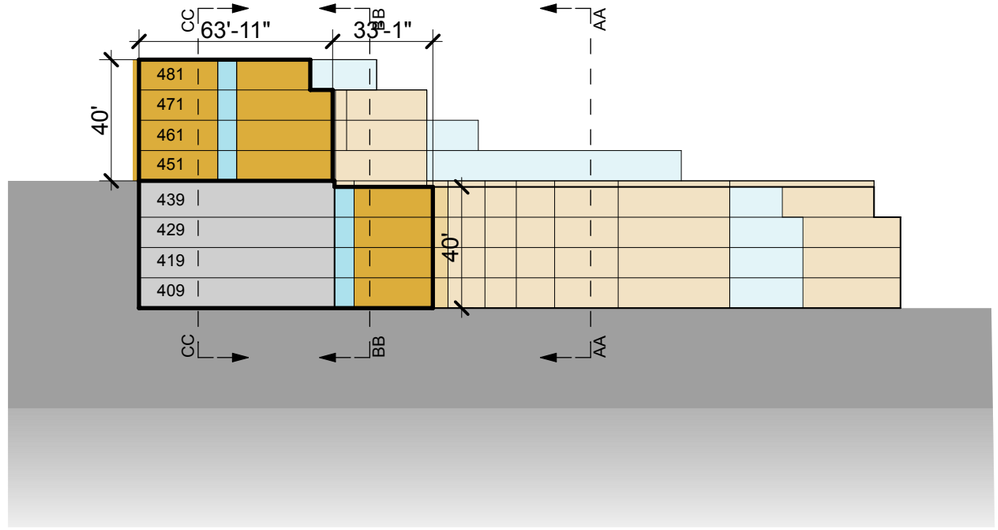
RESIDENTIAL
COMMON AREA
GARAGE

Resident Entries
Trash Pick-up Areas
Shared Lobby Entries
Vehicle Entries

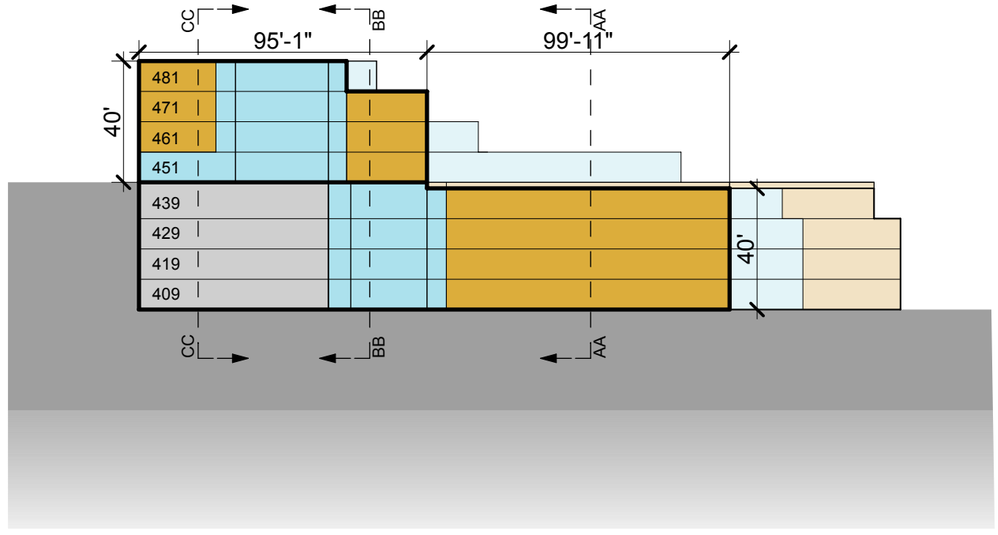
0' 50'



6A - LEVEL 4 - FF 439'



SECTION DD



SECTION EE

SEC.260. HEIGHT LIMITS: MEASUREMENT.

(a) Method of Measurement. The limits upon the height of buildings and structures shall be as specified on the Zoning Map. In the measurement of height for purposes of such limits, the following rules shall be applicable:

(1) The point above which such measurements shall be taken shall be as specified as follows.

(A) In the case of either (B) or (C) below, such point shall be taken at the centerline of the building or, where the building steps laterally in relation to a street that is the basis for height measurement, separate points shall be taken at the centerline of each building step.

(B) Where the lot is level with or slopes downward from a street at the centerline of the building or building step, such point shall be taken at curb level on such a street. This point shall be used for height measurement only for a lot depth not extending beyond a line 100 feet from and parallel to such street, or beyond a line equidistant between such street and the street on the opposite side of the block, whichever depth is greater. Measurement of height for any portion of the lot extending beyond such line shall be considered in relation to the opposite (lower) end of the lot, and that portion shall be considered an upward sloping lot in accordance with Subsection (C) below, whether or not the lot also has frontage on a lower street.

(C) Where the lot slopes upward from a street at the centerline of the building or building step, such point shall be taken at curb level for purposes of measuring the height of the closest part of the building within 10 feet of the property line of such street; at every other cross-section of the building, at right angles to the centerline of the building or building step, such point shall be taken as the average of the ground elevations at either side of the building or building step at that cross-section. The ground elevations used shall be either existing elevations or the elevations resulting from new grading operations encompassing an entire block. Elevations beneath the building shall be taken by projecting a straight line between ground elevations at the exterior walls at either side of the entire building in the same plane.

(D) Where the lot has frontage on two or more streets, the owner may choose the street or streets from which the measurement of height is to be taken, within the scope of the rules stated above. Where the height limits for buildings and structures are established by this Code, the upper points to be taken for measurement of height shall be as prescribed in the provisions relating to such height limits.

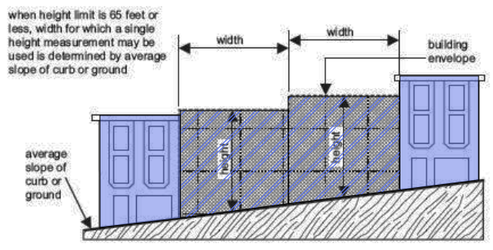
(2) The upper point to which such measurement shall be taken shall be the highest point on the finished roof in the case of a flat roof, and the average height of the rise in the case of a pitched or stepped roof, or similarly sculptured roof form, or any higher point of a feature not exempted under Subsection (b) below. For any building taller than 550 feet in height in the S-2 Bulk District, the height of the building shall be measured at the upper point of all features of the building and exempted features in such cases shall be limited to only those permitted in Subsection (b)(1)(M) and which are permitted by the Planning Commission according to the procedures of Section 309.

(3) In cases where the height limit is 65 feet or less and a street from which height measurements are made slopes laterally along the lot, or the ground slopes laterally on a lot that also slopes upward from the street, there shall be a maximum width for the portion of the building or structure that may be measured from a single point at curb or ground level, according to the definition of "height," as specified in the following table. These requirements shall not apply to any property to which the bulk limitations in Section 270 of this Code are applicable.

TABLE 260HEIGHT MEASUREMENTON LATERAL SLOPES WHERE HEIGHT LIMIT IS 65 FEET OR LESS

Average Slope of Curb or Ground From Which Height is Measured	Maximum Width for Portion of Building that May Be Measured from a Single Point
5 percent or less	No requirement
More than 5 percent but no more than 15 percent	65 feet
More than 15 percent but no more than 20 percent	55 feet
More than 20 percent but no more than 25 percent	45 feet
More than 25 percent	35 feet

Table 260



(b) **Exemptions**. In addition to other height exceptions permitted by this Code, the features listed in this Subsection shall be exempt from the height limits established by this Code, in an amount up to but not exceeding that which is specified.

(1) The following features shall be exempt; provided the limitations indicated for each are observed; provided further that the sum of the horizontal areas of all features listed in this Paragraph (b)(1) shall not exceed 20 percent of the horizontal area of the roof above which they are situated, or, in C-3 Districts, and in the Rincon Hill Downtown Residential District, where the top of the building has been separated into a number of stepped elements to reduce the bulk of the upper tower, of the total of all roof areas of the upper towers; and provided further that in any R, RC-1, RC-2, RC-3 or RC-4 District the sum of the horizontal areas of all such features located within the first 10 feet of depth of the building, as measured from the front wall of the building, shall not exceed 20 percent of the horizontal area of the roof in such first 10 feet of depth.

As an alternative, the sum of the horizontal areas of all features listed in this Paragraph (b)(1) may be equal but not exceed 20 percent of the horizontal area permitted for buildings and structures under any bulk limitations in Section 270 of this Code applicable to the subject property.

Any such sum of 20 percent heretofore described may be increased to 30 percent by unroofed screening designed either to obscure the features listed under (A) and (B) below or to provide a more balanced and graceful silhouette for the top of the building or structure.

(A) Mechanical equipment and appurtenances necessary to the operation or maintenance of the building or structure itself, including chimneys, ventilators, plumbing vent stacks, cooling towers, water tanks, panels or devices for the collection of solar or wind energy and window-washing equipment, together with visual screening for any such features. This exemption shall be limited to the top 10 feet of such features where the height limit is 65 feet or less, and the top 16 feet of such features where the height limit is more than 65 feet.

(B) Elevator, stair and mechanical penthouses, fire towers, skylights and dormer windows. This exemption shall be limited to the top 10 feet of such features where the height limit is 65 feet or less, and the top 16 feet of such features where the height limit is more than 65 feet. However, for elevator penthouses, the exemption shall be limited to the top 16 feet and limited to the footprint of the elevator shaft, regardless of the height limit of the building. The design of all elevator penthouses in Residential Districts shall be consistent with the "Residential Design Guidelines" as adopted and periodically amended for specific areas or conditions by the City Planning Commission.

The Zoning Administrator may, after conducting a public hearing, grant a further height exemption for an elevator penthouse for a building with a height limit of more than 65 feet but only to the extent that the Zoning Administrator determines that such an exemption is required to meet state or federal laws or regulations. All requests for height exemptions for elevator penthouses located in Residential or Neighborhood Commercial Districts shall be subject to the neighborhood notification requirements of Sections 311 and 312 of this Code.

...

(2) The following features shall be exempt, without regard to their horizontal area, provided the limitations indicated for each are observed:

(A) Railings, parapets and catwalks, with a maximum height of four feet.

(B) Open railings, catwalks and fire escapes required by law, wherever situated.

...

(E) Landscaping, with a maximum height of four feet for all features other than plant materials.

...

(L) Cranes, scaffolding and batch plants erected temporarily at active construction sites.

...

LEGEND

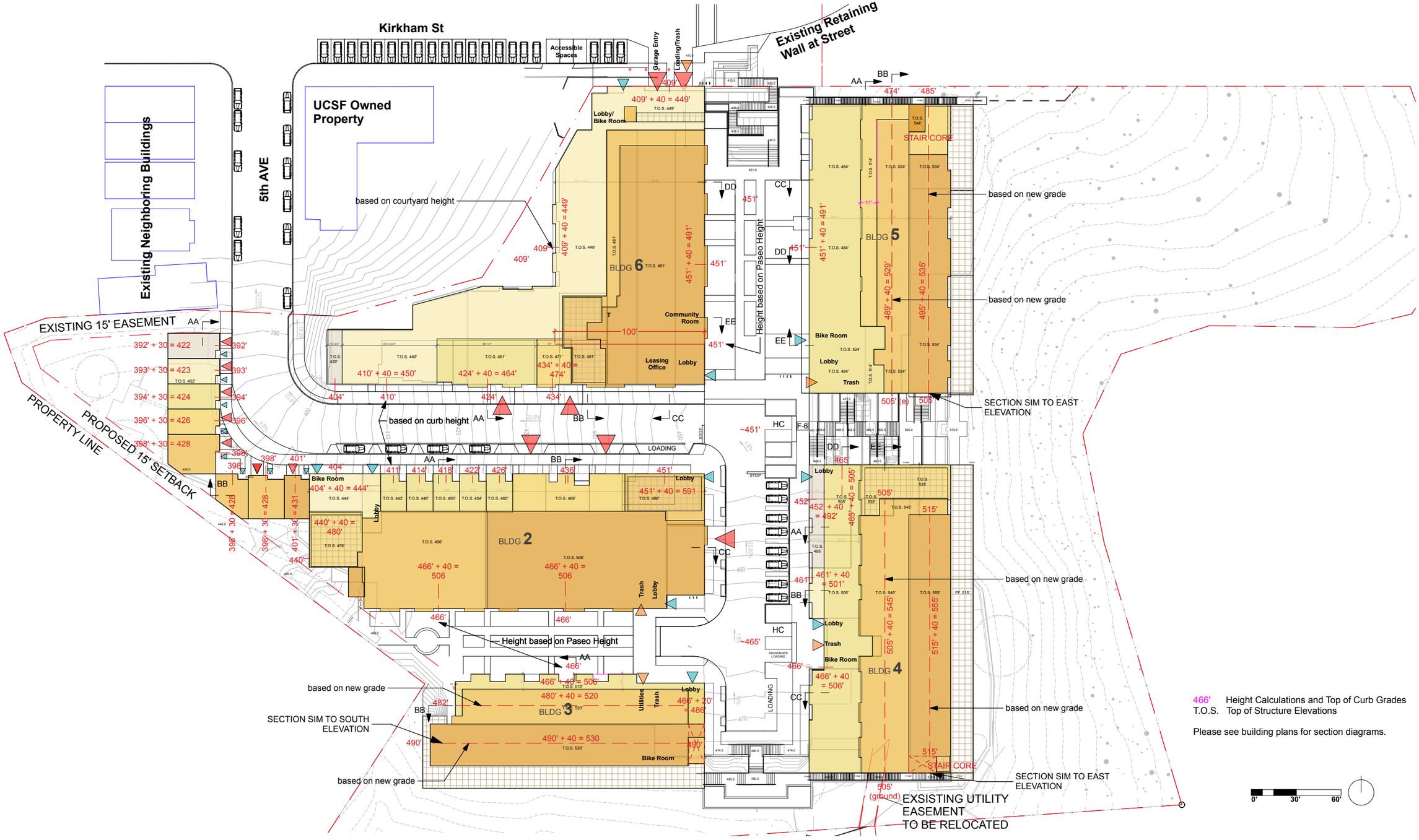
- UTILIZED LATERAL SLOPE
- ALLOWED LATERAL SLOPE
- UTILIZED DOWNWARD SLOPE
- ALLOWED DOWNWARD SLOPE
- UTILIZED UPWARD SLOPE
- ALLOWED UPWARD SLOPE
- BUILDING BEYOND PLANE
- EXEMPTIONS



LEGEND

UTILIZED LATERAL SLOPE	UTILIZED UPWARD SLOPE
ALLOWED LATERAL SLOPE	ALLOWED UPWARD SLOPE
UTILIZED DOWNWARD SLOPE	BUILDING BEYOND PLANE
ALLOWED DOWNWARD SLOPE	EXEMPTIONS

WESTLAKE URBAN | TRANSFORM URBAN | gls LANDSCAPE ARCHITECTURE | VAN METER WILLIAMS POLLACK LLP



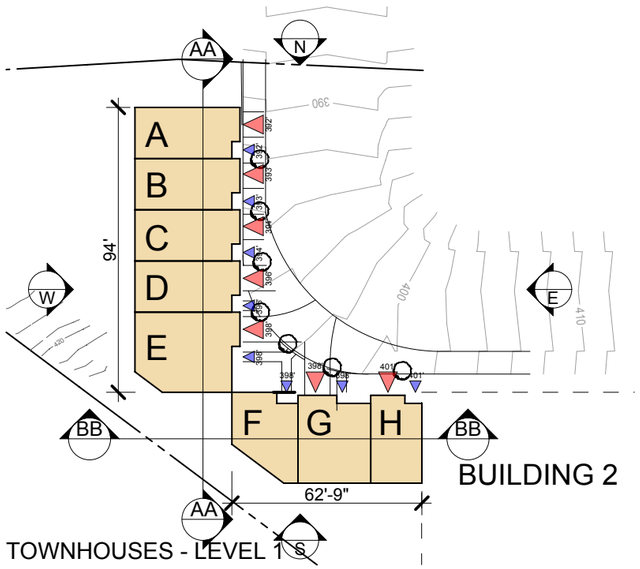
466' Height Calculations and Top of Curb Grades
T.O.S. Top of Structure Elevations

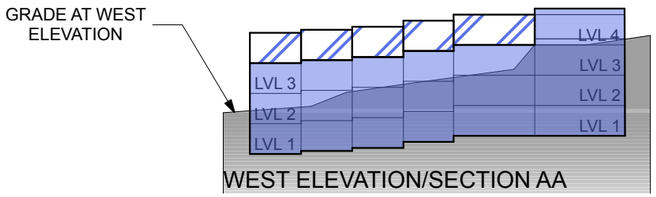
Please see building plans for section diagrams.

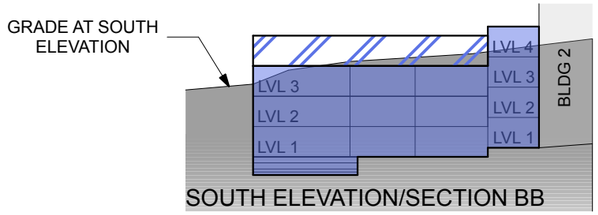
THE KIRKHAM PROJECT | HEIGHT DIAGRAM

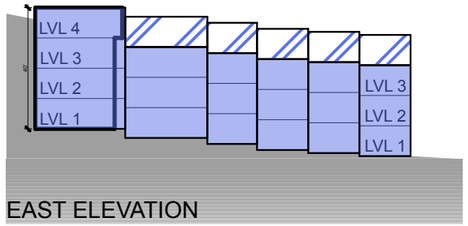
SAN FRANCISCO, CA | MAY 6, 2016 | CU UPDATE

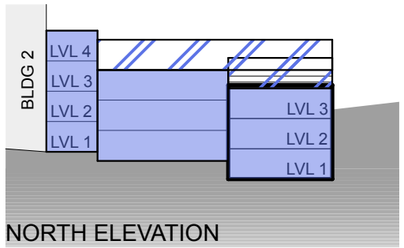
WESTLAKE URBAN
TRANSFORM URBAN
gls LANDSCAPE ARCHITECTURE
VAN METER WILLIAMS POLLACK LLP









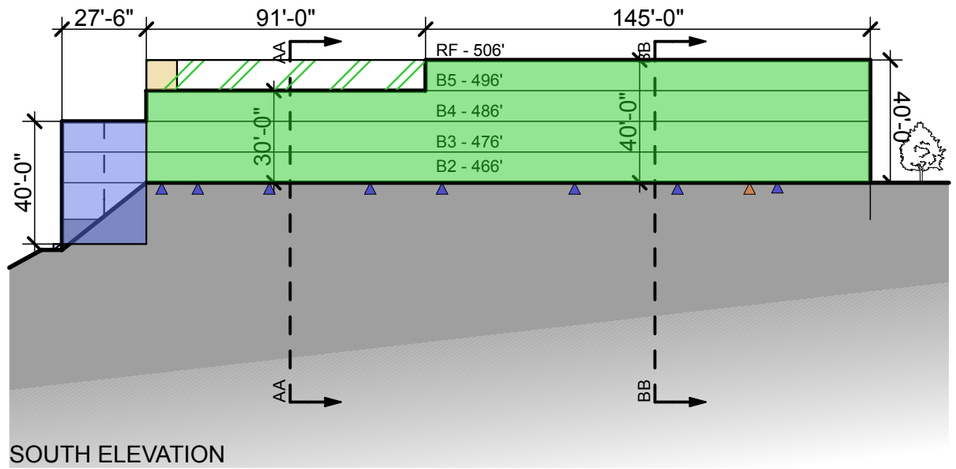


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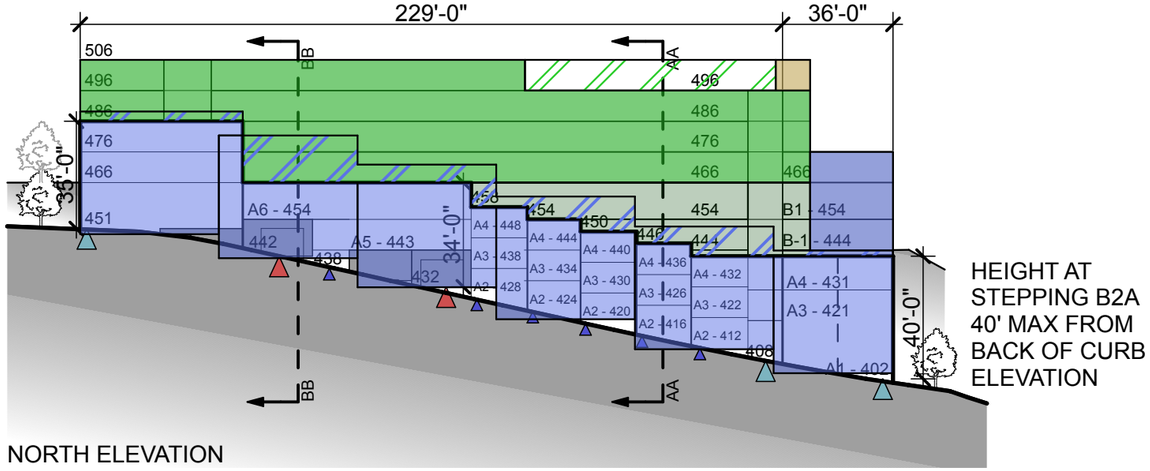
UTILIZED LATERAL SLOPE	UTILIZED UPWARD SLOPE
ALLOWED LATERAL SLOPE	ALLOWED UPWARD SLOPE
UTILIZED DOWNWARD SLOPE	BUILDING BEYOND PLANE
ALLOWED DOWNWARD SLOPE	EXEMPTIONS

0' 50'

WESTLAKE URBAN | TRANSFORM URBAN | gls LANDSCAPE ARCHITECTURE | VAN METER WILLIAMS POLLACK LLP

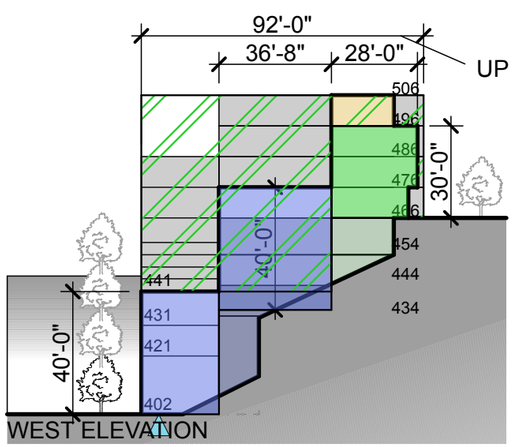


SOUTH ELEVATION

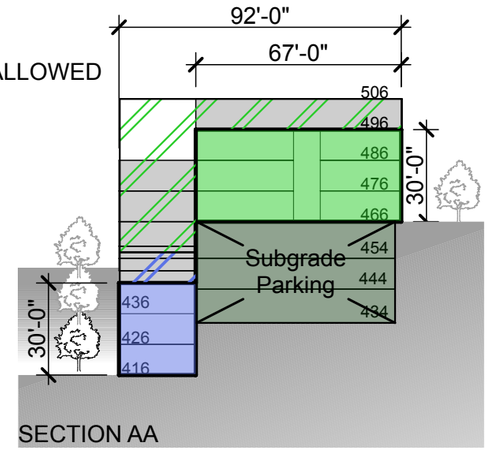


HEIGHT AT STEPPING B2A 40' MAX FROM BACK OF CURB ELEVATION

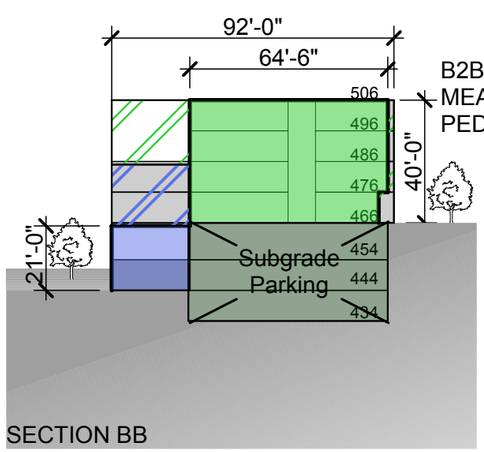
NORTH ELEVATION



WEST ELEVATION

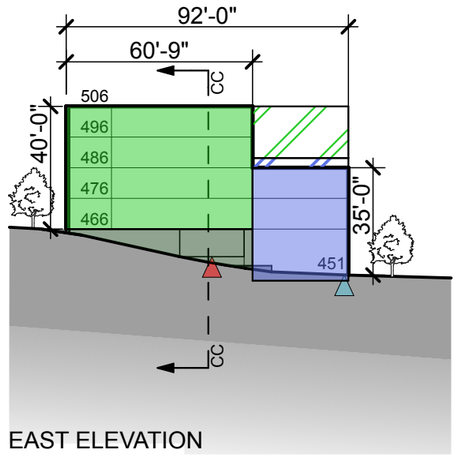


SECTION AA



B2B 40' HEIGHT MEASURED FROM PEDESTRIAN MEWS

SECTION BB



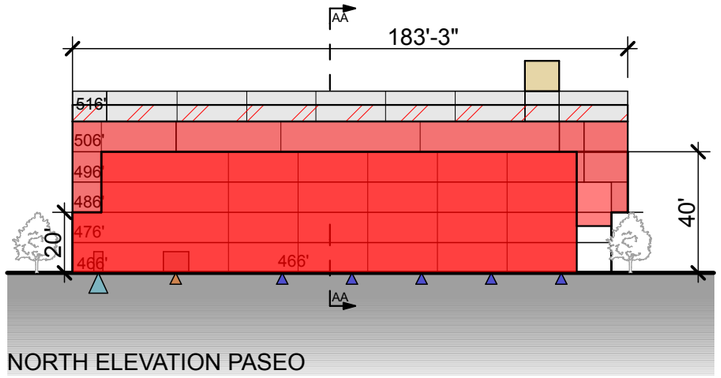
EAST ELEVATION

LEGEND

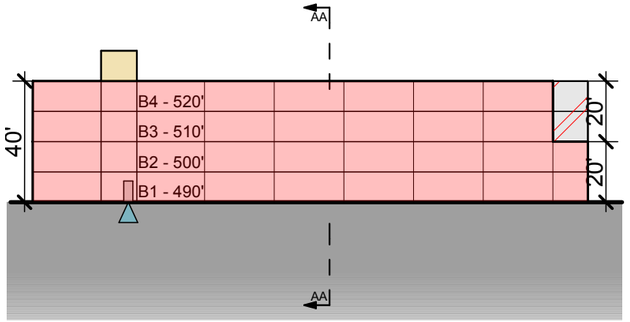
UTILIZED LATERAL SLOPE	UTILIZED UPWARD SLOPE
ALLOWED LATERAL SLOPE	ALLOWED UPWARD SLOPE
UTILIZED DOWNWARD SLOPE	BUILDING BEYOND PLANE
ALLOWED DOWNWARD SLOPE	EXEMPTIONS

0' 50'

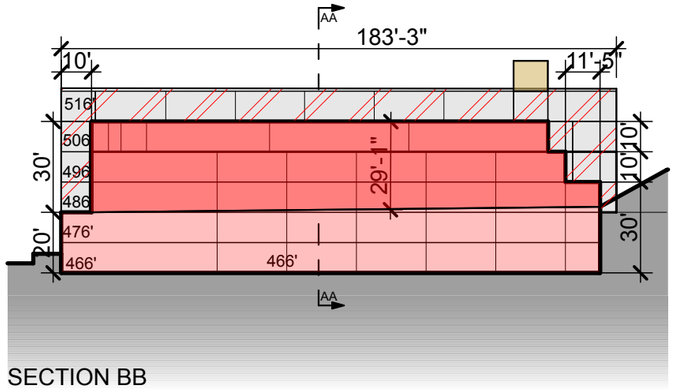
WESTLAKE URBAN | TRANSFORM URBAN | gls LANDSCAPE ARCHITECTURE | VAN METER WILLIAMS POLLACK LLP



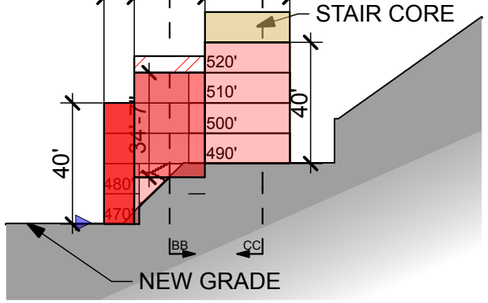
NORTH ELEVATION PASEO



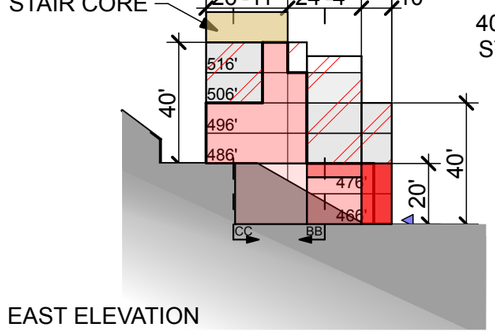
SOUTH ELEVATION (SECTION CC SIMILAR)



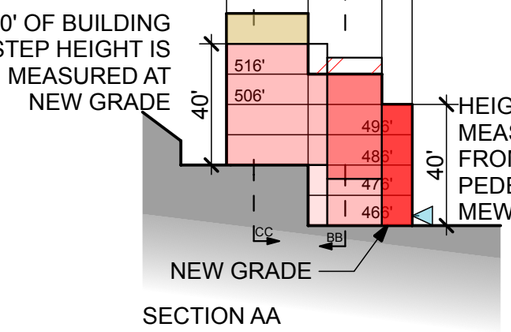
SECTION BB



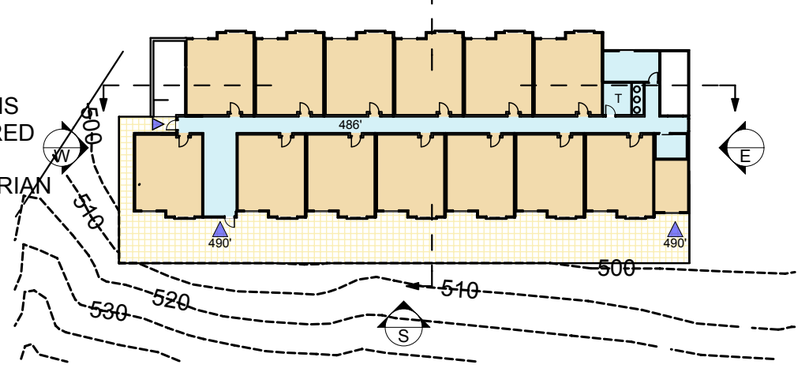
WEST ELEVATION



EAST ELEVATION



SECTION AA

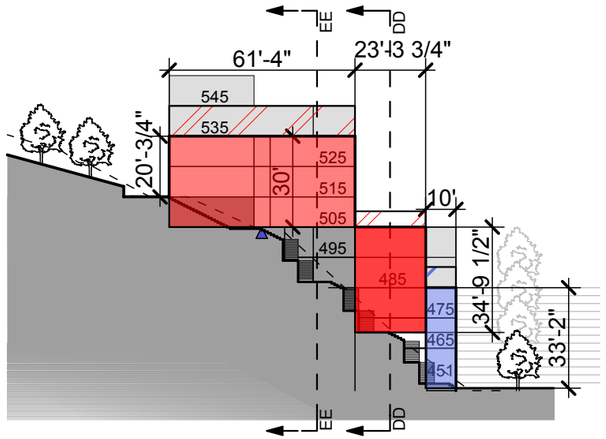


LEGEND

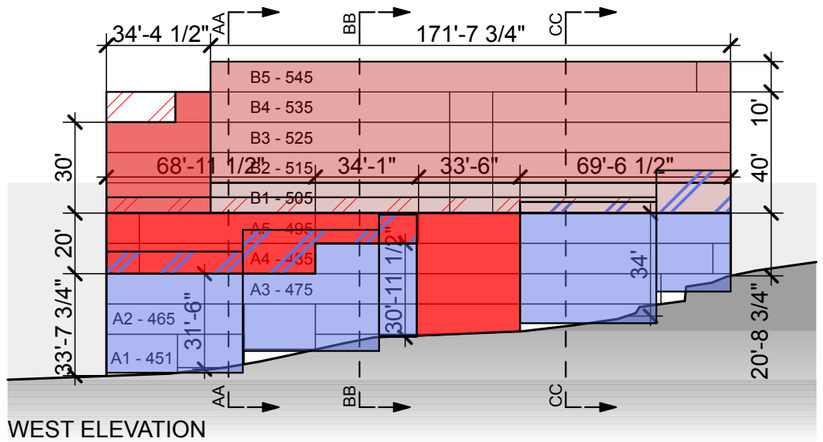
UTILIZED LATERAL SLOPE	UTILIZED UPWARD SLOPE
ALLOWED LATERAL SLOPE	ALLOWED UPWARD SLOPE
UTILIZED DOWNWARD SLOPE	BUILDING BEYOND PLANE
ALLOWED DOWNWARD SLOPE	EXEMPTIONS

0' 50'

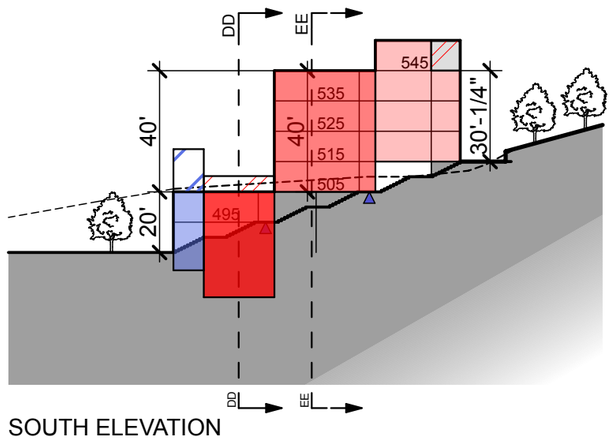
WESTLAKE URBAN | TRANSFORM URBAN | gls LANDSCAPE ARCHITECTURE | VAN METER WILLIAMS POLLACK LLP



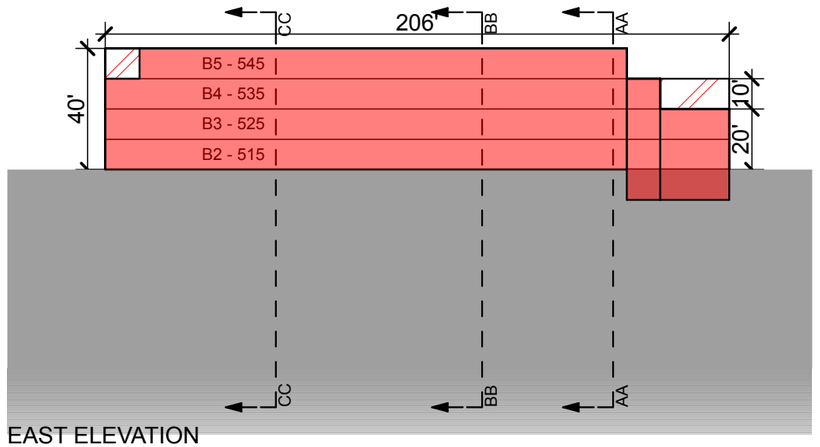
NORTH ELEVATION



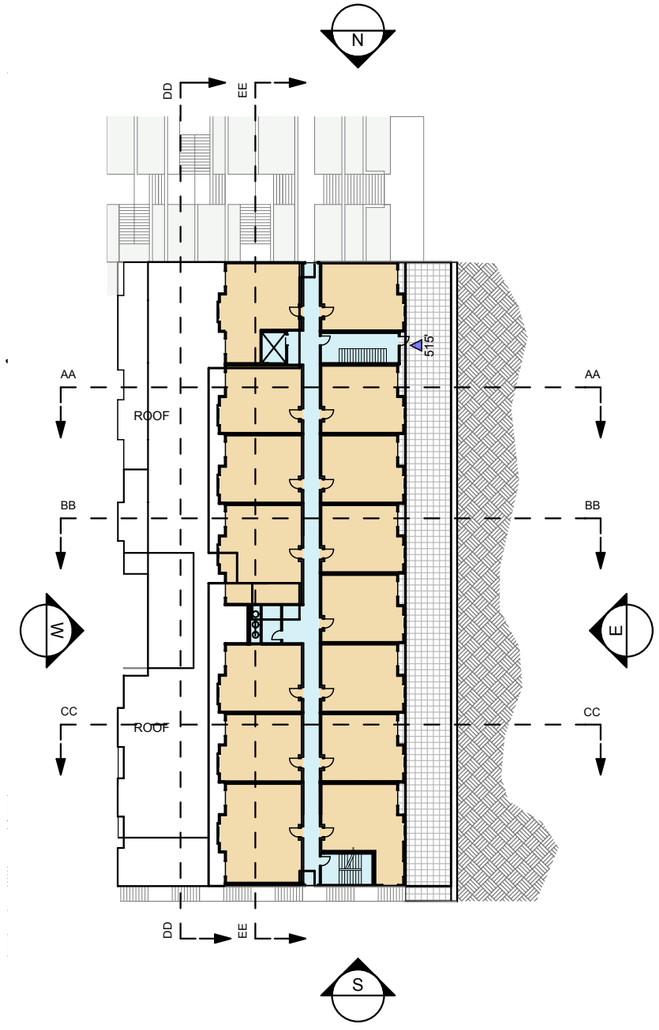
WEST ELEVATION



SOUTH ELEVATION



EAST ELEVATION



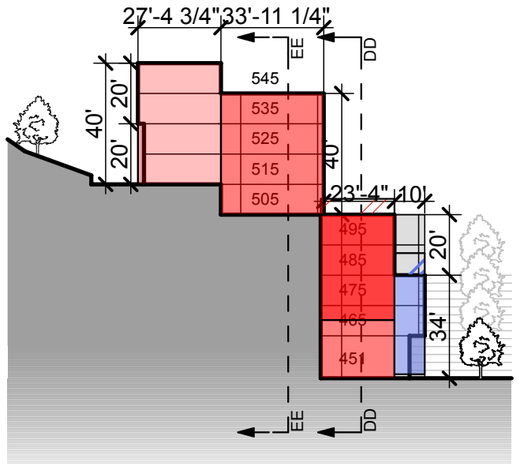
4B - LEVEL 2 - FF 515'

LEGEND

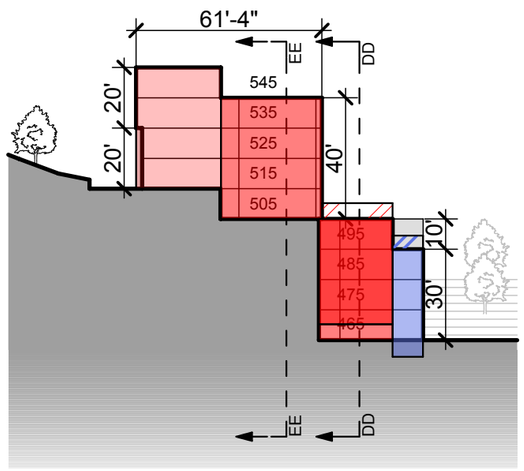
UTILIZED LATERAL SLOPE	UTILIZED UPWARD SLOPE
ALLOWED LATERAL SLOPE	ALLOWED UPWARD SLOPE
UTILIZED DOWNWARD SLOPE	BUILDING BEYOND PLANE

0' 50'

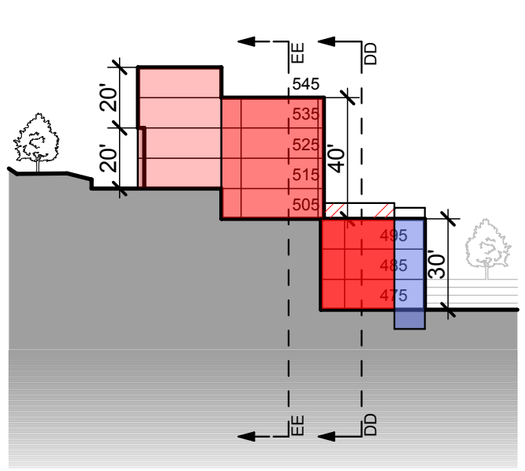
WESTLAKE URBAN · TRANSFORM URBAN · gls LANDSCAPE ARCHITECTURE · VAN METER WILLIAMS POLLACK LLP



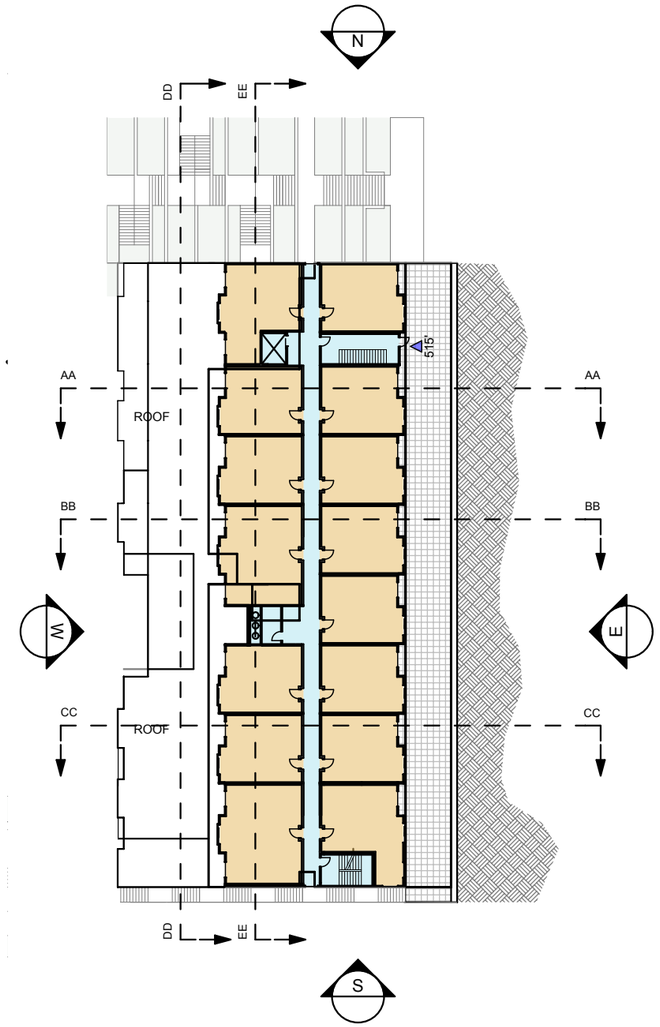
SECTION AA



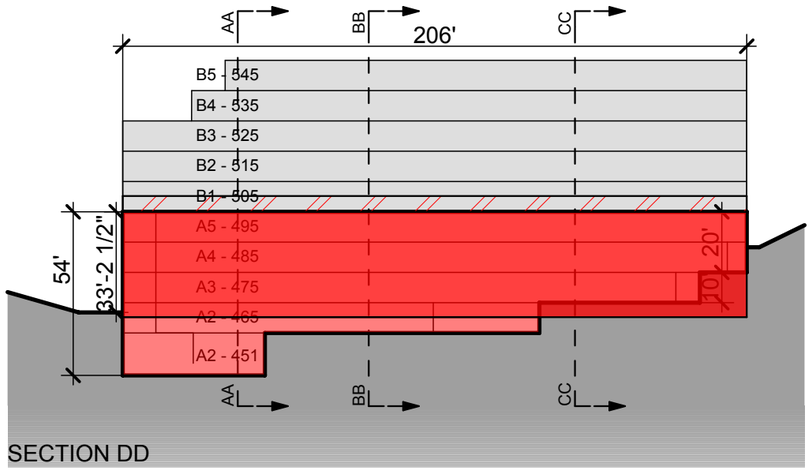
SECTION BB



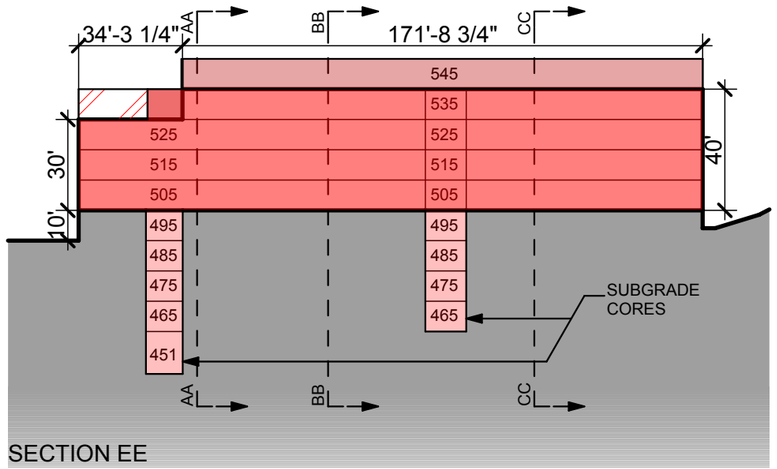
SECTION CC



4B - LEVEL 2 - FF 515'



SECTION DD



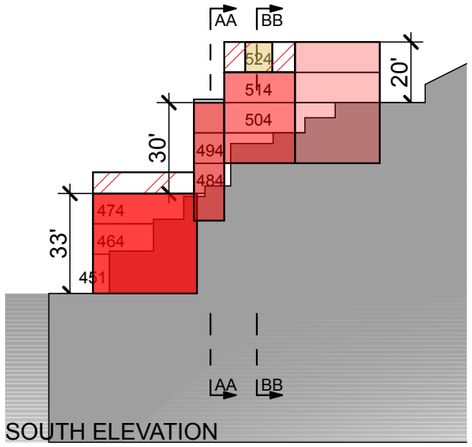
SECTION EE

LEGEND

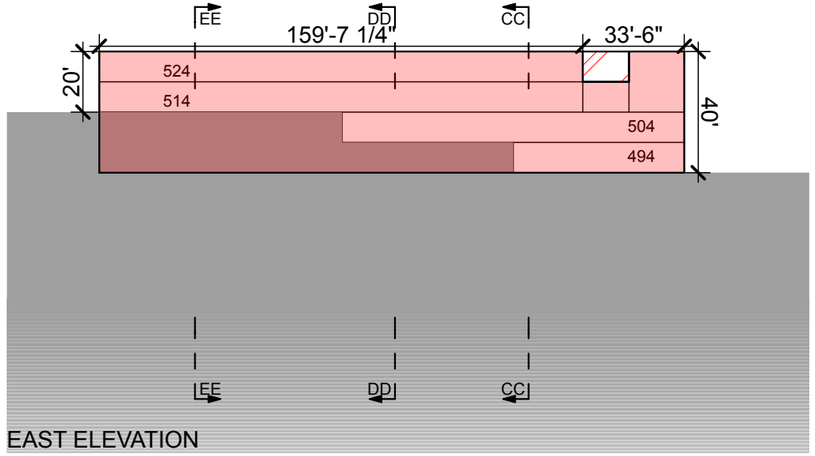
UTILIZED LATERAL SLOPE	UTILIZED UPWARD SLOPE
ALLOWED LATERAL SLOPE	ALLOWED UPWARD SLOPE
UTILIZED DOWNWARD SLOPE	BUILDING BEYOND PLANE
ALLOWED DOWNWARD SLOPE	EXEMPTIONS

0' 50'

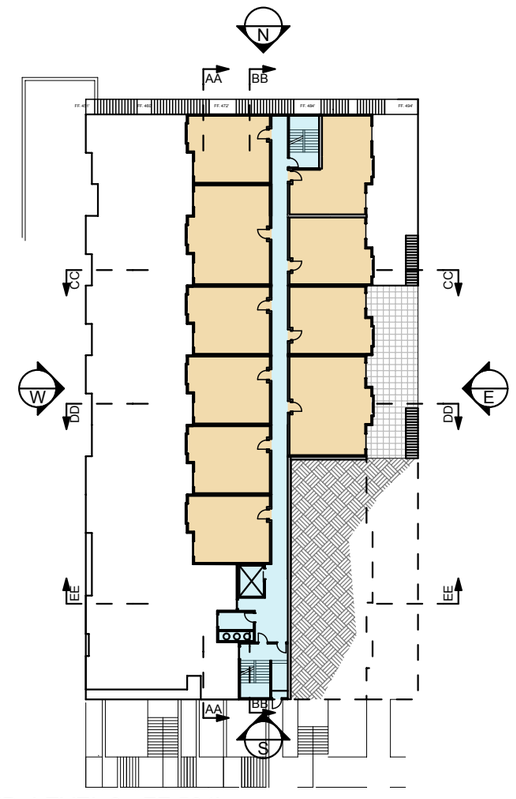
WESTLAKE URBAN | TRANSFORM URBAN | gls LANDSCAPE ARCHITECTURE | VAN METER WILLIAMS POLLACK LLP



SOUTH ELEVATION



EAST ELEVATION



5B- LEVEL 3 - FF 504'

NORTH ELEVATION

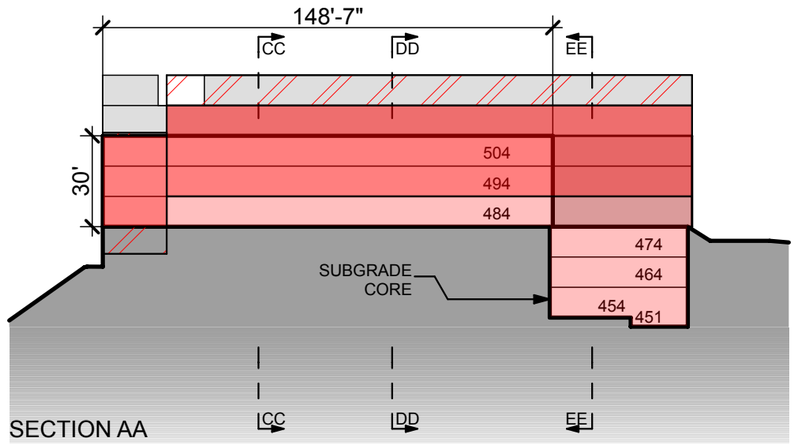
WEST ELEVATION (STREET)

LEGEND

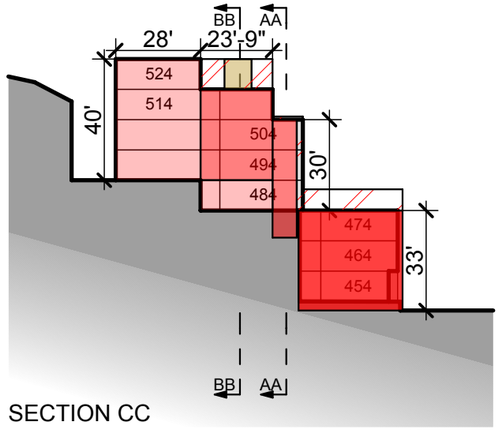
UTILIZED LATERAL SLOPE	UTILIZED UPWARD SLOPE
ALLOWED LATERAL SLOPE	ALLOWED UPWARD SLOPE
UTILIZED DOWNWARD SLOPE	BUILDING BEYOND PLANE
ALLOWED DOWNWARD SLOPE	EXEMPTIONS

0' 50'

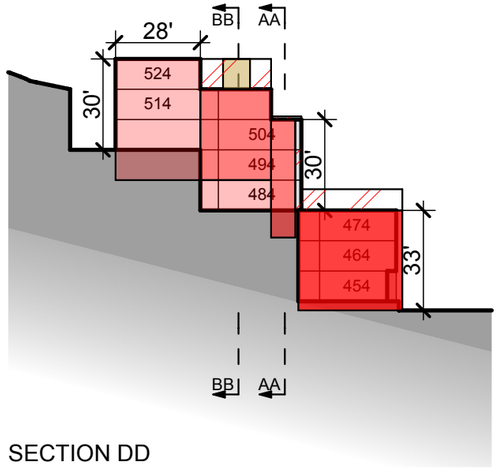
WESTLAKE URBAN | TRANSFORM URBAN | gls LANDSCAPE ARCHITECTURE | VAN METER WILLIAMS POLLACK LLP



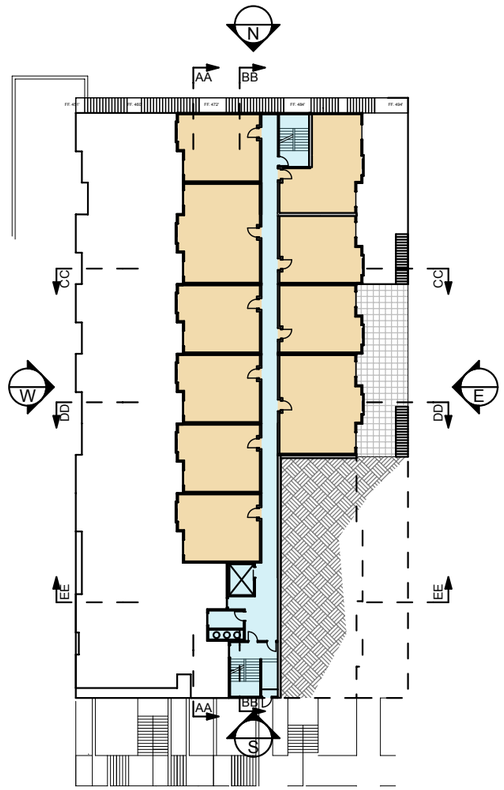
SECTION AA



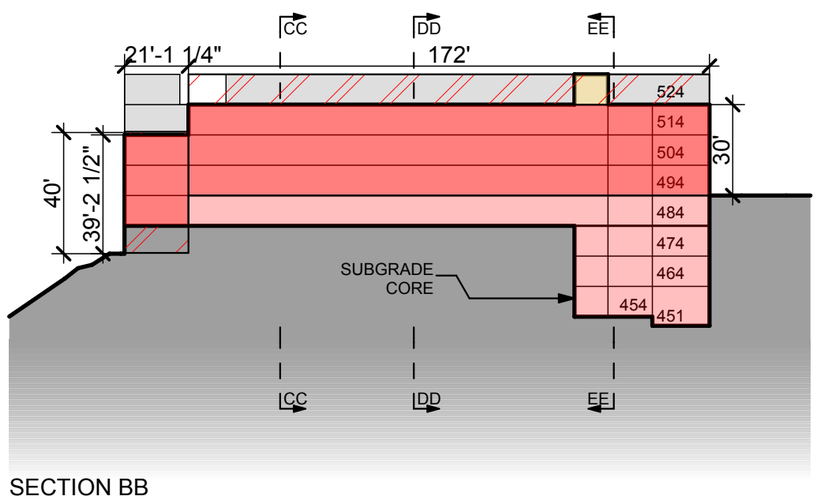
SECTION CC



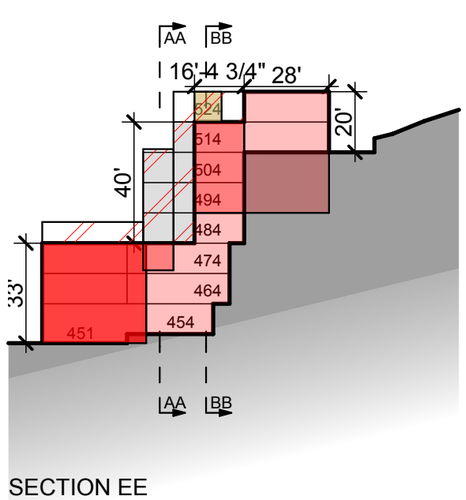
SECTION DD



5B- LEVEL 3 - FF 504'



SECTION BB



SECTION EE

LEGEND

UTILIZED LATERAL SLOPE	UTILIZED UPWARD SLOPE
ALLOWED LATERAL SLOPE	ALLOWED UPWARD SLOPE
UTILIZED DOWNWARD SLOPE	BUILDING BEYOND PLANE
ALLOWED DOWNWARD SLOPE	EXEMPTIONS

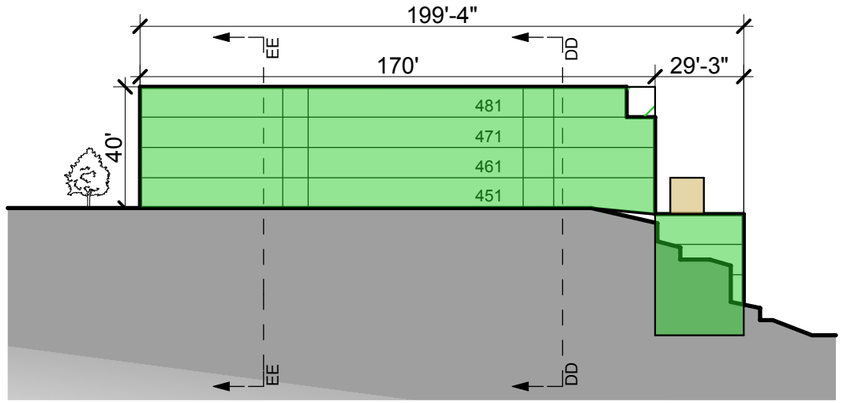
0' 50'

WESTLAKE URBAN

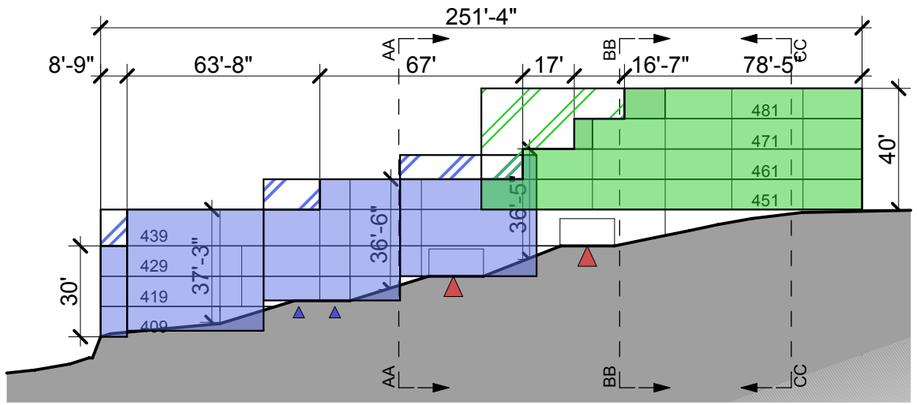
TRANSFORM URBAN

gls LANDSCAPE ARCHITECTURE

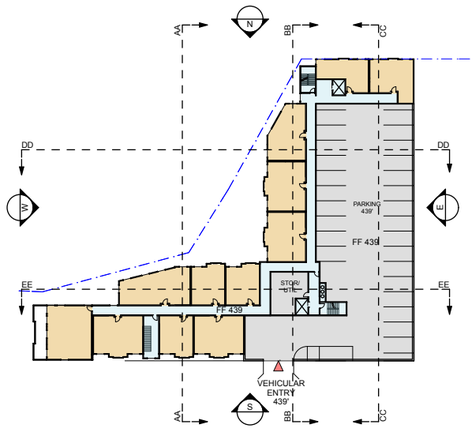
VAN METER WILLIAMS POLLACK LLP



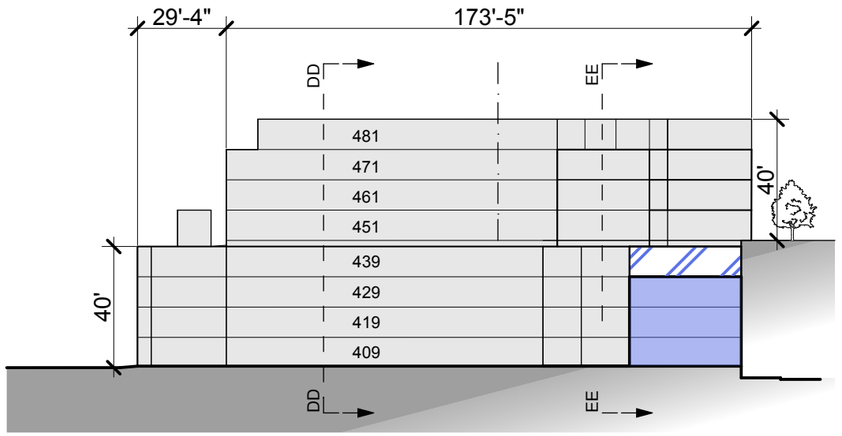
EAST ELEVATION



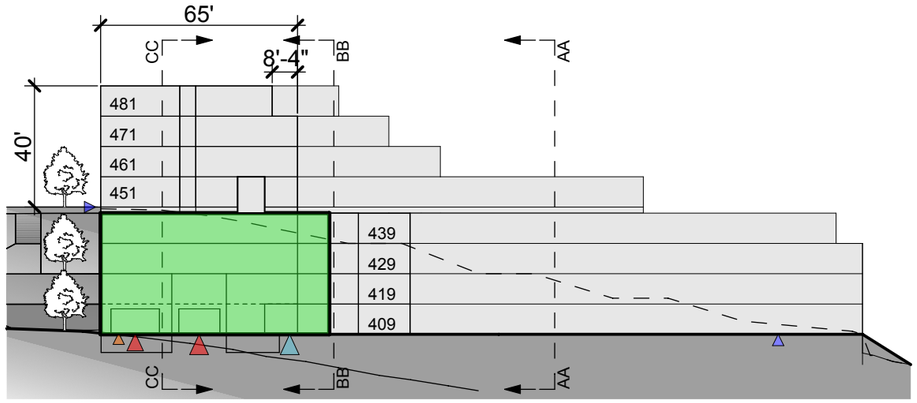
SOUTH ELEVATION



6A - LEVEL 4 - FF 439'



WEST ELEVATION



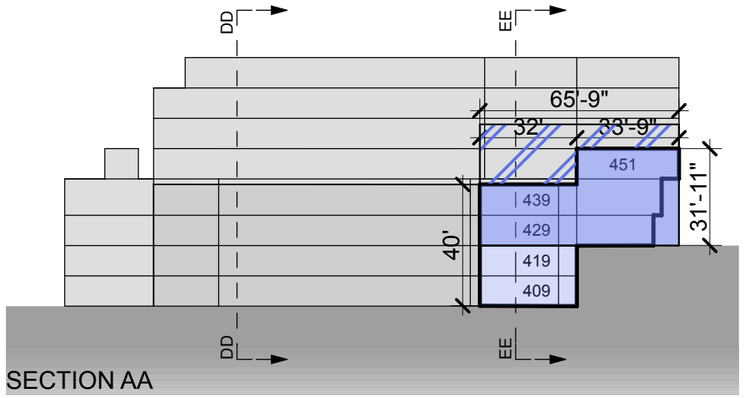
NORTH ELEVATION

LEGEND

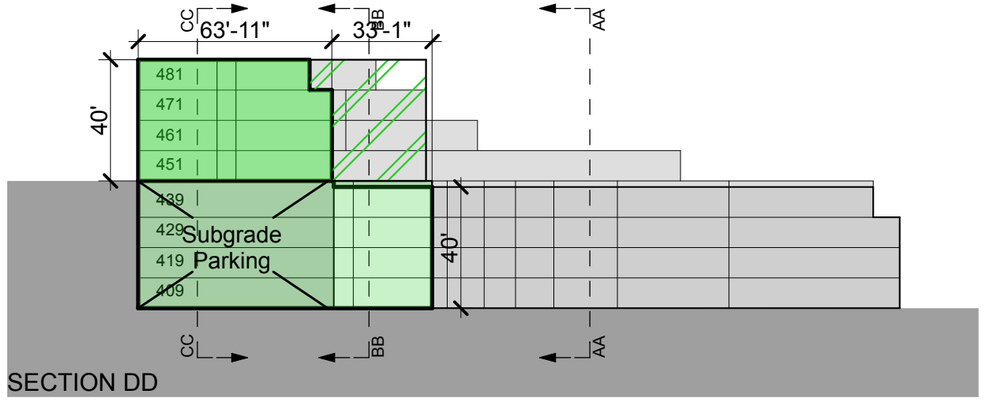
UTILIZED LATERAL SLOPE	UTILIZED UPWARD SLOPE
ALLOWED LATERAL SLOPE	ALLOWED UPWARD SLOPE
UTILIZED DOWNWARD SLOPE	BUILDING BEYOND PLANE
ALLOWED DOWNWARD SLOPE	EXEMPTIONS

0' 50'

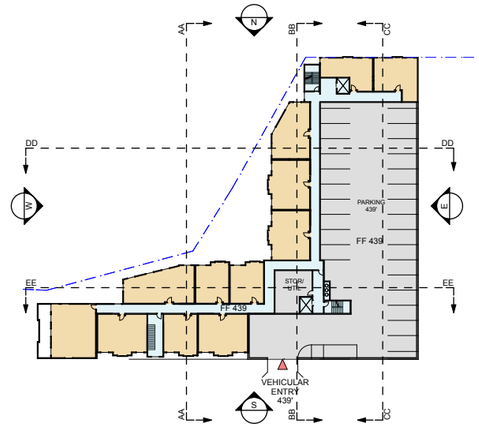
WESTLAKE URBAN · TRANSFORM URBAN · gls LANDSCAPE ARCHITECTURE · VAN METER WILLIAMS POLLACK LLP



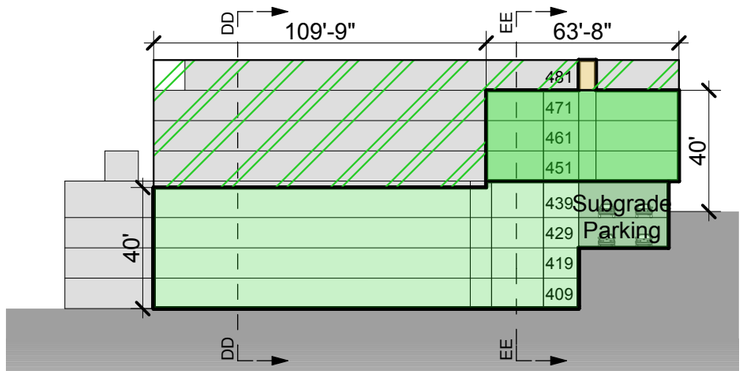
SECTION AA



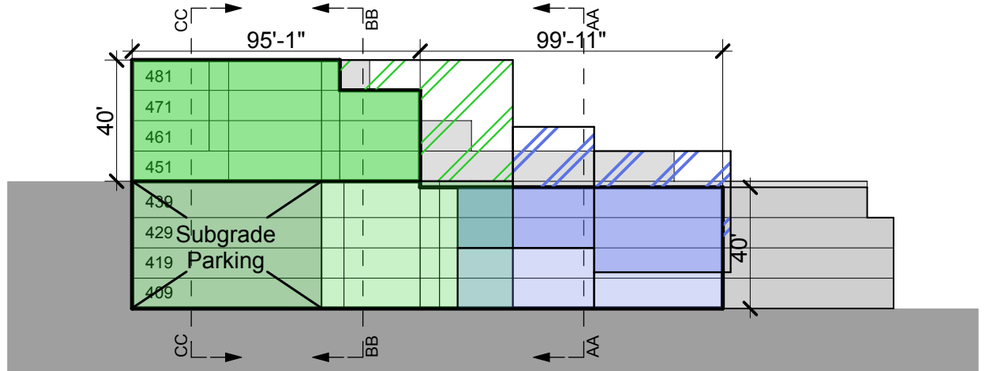
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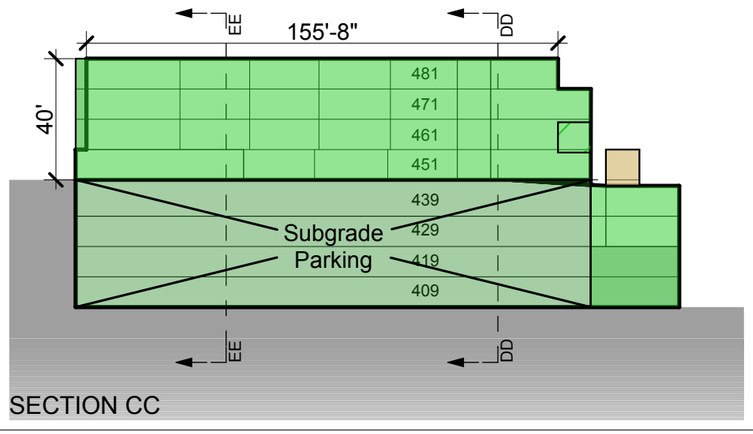
6A - LEVEL 4 - FF 439'



SECTION BB



SECTION EE



SECTION CC

LEGEND

UTILIZED LATERAL SLOPE	UTILIZED UPWARD SLOPE
ALLOWED LATERAL SLOPE	ALLOWED UPWARD SLOPE
UTILIZED DOWNWARD SLOPE	BUILDING BEYOND PLANE
ALLOWED DOWNWARD SLOPE	EXEMPTIONS

0' 50'

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APPENDIX B

Special-Status Species Potentially Occurring in the Project Vicinity

Appendix B. Special-Status Species Potentially Occurring in the Vicinity of the Proposed 1530 5th Avenue Project in San Francisco, California

Common Name	Scientific Name	Federal Status	State Status	Habitat Associations	Potential to Occur in the Project Area
			Invertebrates		
Bay checkerspot butterfly	*Euphydryas editha bayensis*	Threatened	None	Serpentine or serpentine-like grasslands	No potential to occur. No suitable habitat present.
callippe silverspot butterfly	*Speyeria callippe callippe*	Endangered	None	Native grassland and associated habitats in the San Francisco Bay area	No potential to occur. No suitable habitat present.
Mission blue butterfly	*Plebejus icarioides missionensis*	Endangered	None	Coastal chaparral and coastal grasslands; host plants are silver lupine (Lupinus albifrons), summer lupine (L. formosus), and manycolored lupine (L. variicolor)	No potential to occur. No suitable habitat present.
			Amphibians		
California red-legged frog	*Rana draytonii*	Threatened	SSC	Lowland streams, wetlands, riparian woodlands, livestock ponds; dense, shrubby or emergent vegetation associated with deep, still or slow-moving water; uses adjacent uplands	No potential to occur. No suitable habitat present.
			Reptiles		
western pond turtle	*Actinemys marmorata*	None	Threatened	Slow-moving permanent or intermittent streams, ponds, small lakes, and reservoirs with emergent basking sites; adjacent uplands used for nesting and during winter	No potential to occur. No suitable habitat present.
			Birds		
California black rail	*Laterallus jamaicensis coturniculus*	None	Threatened/ Fully Protected	Tidal marshes, shallow freshwater margins, wet meadows, and flooded grassy vegetation; suitable habitats are often supplied by canal leakage in Sierra Nevada foothill populations	No potential to occur. No suitable habitat present.
bank swallow	*Riparia riparia* (nesting)	None	Threatened	Nests in riparian, lacustrian, and coastal areas with vertical banks, bluffs, and cliffs with sandy soils; open country and water during migration	No potential to occur. No suitable habitat present.
Alameda song sparrow	*Melospiza melodia pusillula*	None	SSC	Nests and forages in tidal saltmarsh	No potential to occur. No suitable habitat present.
ashy storm-petrel	*Oceanodroma homochroa* (nesting colony)	None	SSC	Nests on rocky offshore islands on talus slopes, rock walls, sea caves, cliffs, and under piles of driftwood; they do not excavate their own nesting burrows	No potential to occur. No suitable habitat present.
saltmarsh common yellowthroat	*Geothlypis trichas sinuosa*	None	SSC	Nests and forages in emergent wetlands including woody swamp, brackish marsh, and freshwater marsh	No potential to occur. No suitable habitat present.
Ridgway's rail	*Rallus obsoletus obsoletus*	Endangered	Endangered	Coastal salt or brackish marshes	No potential to occur. No suitable habitat present.
			Mammals		
American badger	*Taxidea taxus*	None	SSC	Dry, open, treeless areas; grasslands, coastal scrub, agriculture, and pastures, especially with friable soils	No potential to occur. No suitable habitat present.
Point Reyes jumping mouse	*Zapus trinotatus orarius*	None	SSC	Wet, marshy coastal meadows, coast redwood forests, riparian thickets, and grassy areas in coniferous forests	No potential to occur. No suitable habitat present.
Townsend's big-eared bat	*Corynorhinus townsendii*	None	Candidate Threatened / SSC	Mesic habitats characterized by coniferous and deciduous forests and riparian habitat, but also xeric areas; roosts in limestone caves and lava tubes, man-made structures, and tunnels	Low potential to occur. Marginally suitable habitat present.
western red bat	*Lasiurus blossevillii*	None	SSC	Forest, woodland, riparian, mesquite bosque, and orchards, including fig, apricot, peach, pear, almond, walnut, and orange; roosts in tree canopy	Low potential to occur. Marginally suitable habitat present.
			Plants		
Franciscan manzanita	*Arctostaphylos franciscana*	Endangered	None/ CRPR 1B.1	Found in coastal scrub (serpentinite). Perennial evergreen shrub. Blooms from Feb–Apr. Elevational range (in feet): 197–984.	No potential to occur. Suitable environmental conditions are not present.
Presidio manzanita	*Arctostaphylos montana* ssp. *ravenii*	Endangered	Endangered/ CRPR 1B.1	Found in chaparral, coastal prairie, coastal scrub; serpentinite outcrop. Perennial evergreen shrub. Blooms from Feb–Mar. Elevational range (in feet): 148–705.	No potential to occur. Suitable environmental conditions are not present.
marsh sandwort	*Arenaria paludicola*	Endangered	Endangered/ CRPR 1B.1	Found in marshes and swamps (freshwater or brackish); sandy, openings. Perennial stoloniferous herb. Blooms from May–Aug. Elevational range (in feet): 10–558.	No potential to occur. Suitable environmental conditions are not present.
alkali milk-vetch	*Astragalus tener* var. *tener*	None	None/ CRPR 1B.2	Found in playas, valley and foothill grassland (adobe clay), vernal pools; alkaline. Annual herb. Blooms from Mar–June. Elevational range (in feet): 3–197.	No potential to occur. The site is outside of the species' known elevation range and suitable environmental conditions are not present.

Common Name	Scientific Name	Federal Status	State Status	Habitat Associations	Potential to Occur in the Project Area
Point Reyes bird's-beak	*Chloropyron maritimum* ssp. *palustre*	None	None/ CRPR 1B.2	Found in Marshes and swamps (coastal salt). Annual herb (hemiparasitic). Blooms from June–Oct. Elevational range (in feet): 0–33	No potential to occur. The site is outside of the species' known elevation range and suitable environmental conditions are not present.
San Francisco Bay spineflower	*Chorizanthe cuspidata* var. *cuspidata*	None	None/ CRPR 1B.2	Found in coastal bluff scrub, coastal dunes, coastal prairie, coastal scrub; sandy. Annual herb. Blooms from Apr–July (Aug). Elevational range (in feet): 10–705	No potential to occur. Suitable environmental conditions are not present.
robust spineflower	*Chorizanthe robusta* var. *robusta*	Endangered	None/ CRPR 1B.1	Found in chaparral (maritime), cismontane woodland (openings), coastal dunes, coastal scrub; sandy or gravelly. Annual herb. Blooms from Apr–Sep. Elevational range (in feet): 10–984	No potential to occur. Suitable environmental conditions are not present.
Franciscan thistle	*Cirsium andrewsii*	None	None/ CRPR 1B.2	Found in broadleaved upland forest, coastal bluff scrub, coastal prairie, coastal scrub; mesic, sometimes serpentinite. Perennial herb/Mar–July. Elevational range (in feet): 0–492	No potential to occur. Site is outside known range of the species.
compact cobwebby thistle	*Cirsium occidentale* var. *compactum*	None	None/ CRPR 1B.2	Found in chaparral, coastal dunes, coastal prairie, coastal scrub. Perennial herb. Blooms from Apr–June. Elevational range (in feet): 16–492	No potential to occur. Suitable environmental conditions are not present.
Presidio clarkia	*Clarkia franciscana*	Endangered	Endangered/ CRPR 1B.1	Found in coastal scrub, valley and foothill grassland (serpentinite). Annual herb. Blooms from May–July. Elevational range (in feet): 82–1099	No potential to occur. Suitable environmental conditions are not present.
round-headed Chinese-houses	*Collinsia corymbosa*	None	None/ CRPR 1B.2	Found in coastal dunes. Annual herb. Blooms from Apr–June. Elevational range (in feet): 0–66	No potential to occur. The site is outside of the species' known elevation range and suitable environmental conditions are not present.
San Francisco collinsia	*Collinsia multicolor*	None	None/ CRPR 1B.2	Closed-cone coniferous forest, coastal scrub; sometimes serpentinite. Annual herb/Mar–May. Elevational range (in feet): 98–820	No potential to occur. Suitable environmental conditions are not present.
fragrant fritillary	*Fritillaria liliacea*	None	None/ CRPR 1B.2	Found in cismontane woodland, coastal prairie, coastal scrub, valley and foothill grassland; often serpentinite. Perennial bulbiferous herb/Feb–Apr. Elevational range (in feet): 10–1345	No potential to occur. Suitable environmental conditions are not present.
blue coast gilia	*Gilia capitata* ssp. *chamissonis*	None	None/ CRPR 1B.1	Found in coastal dunes, coastal scrub. Annual herb. Blooms from Apr–July. Elevational range (in feet): 7–656	No potential to occur. Suitable environmental conditions are not present.
dark-eyed gilia	*Gilia millefoliata*	None	None/ CRPR 1B.2	Found in coastal dunes. Annual herb. Blooms from Apr–July. Elevational range (in feet): 7–98	No potential to occur. The site is outside of the species' known elevation range and suitable environmental conditions are not present.
Diablo helianthella	*Helianthella castanea*	None	None/ CRPR 1B.2	Found in broadleafed upland forest, chaparral, cismontane woodland, coastal scrub, riparian woodland, valley and foothill grassland. Perennial herb. Blooms from Mar–June. Elevational range (in feet): 197–4265	No potential to occur. The site is outside the species known range.
congested-headed hayfield tarplant	*Hemizonia congesta* ssp. *congesta*	None	None/ CRPR 1B.2	Found in valley and foothill grassland; sometimes roadsides. Annual herb/Apr–Nov. Elevational range (in feet): 66–1837	No potential to occur. Suitable environmental conditions are not present.
short-leaved evax	*Hesperevax sparsiflora* var. *brevifolia*	None	None/ CRPR 1B.2	Found in coastal bluff scrub (sandy), coastal dunes, coastal prairie. Annual herb. Blooms Mar–June. Elevational range (in feet): 0–705	No potential to occur. Suitable environmental conditions are not present.
Marin western flax	*Hesperolinon congestum*	Threatened	Threatened/ CRPR 1B.1	Found in chaparral, valley and foothill grassland; serpentinite. Annual herb. Blooms from Apr–July. Elevational range (in feet): 16–1214	No potential to occur. Suitable environmental conditions are not present.
Kellogg's horkelia	*Horkelia cuneata* var. *sericea*	None	None/ CRPR 1B.2	Found In closed-cone coniferous forest, chaparral (maritime), coastal dunes, coastal scrub; sandy or gravelly, openings. Perennial herb. Blooms from Apr–Sep. Elevational range (in feet): 33–656	No potential to occur. Suitable environmental conditions are not present.
beach layia	*Layia carnosa*	Endangered	Endangered/ CRPR 1B.1	Found In coastal dunes, coastal scrub (sandy). Annual herb. Blooms from Mar–July. Elevational range (in feet): 0–197	No potential to occur. The site is outside of the species' known elevation range and suitable environmental conditions are not present.
rose leptosiphon	*Leptosiphon rosaceus*	None	None/ CRPR 1B.1	Found In coastal bluff scrub. Annual herb. Blooms from Apr–July. Elevational range (in feet): 0–328	No potential to occur. Suitable environmental conditions are not present.
San Francisco lessingia	*Lessingia germanorum*	Endangered	Endangered/ CRPR 1B.1	Found In coastal scrub (remnant dunes). Annual herb. Blooms (June) July–Nov. Elevational range (in feet): 82–361	No potential to occur. Suitable environmental conditions are not present.
coast lily	*Lilium maritimum*	None	None/ CRPR 1B.1	Found In broadleafed upland forest, closed-cone coniferous forest, coastal prairie, coastal scrub, marshes and swamps (freshwater), north coast coniferous forest; sometimes roadside. Perennial bulbiferous herb. Elevational range (in feet): May–Aug/16–1558	No potential to occur. The species has no known occurrences in the County of San Francisco. The site is outside the species' known range.
marsh microseris	*Microseris paludosa*	None	None/ CRPR 1B.2	Found in closed-cone coniferous forest, cismontane woodland, coastal scrub, valley and foothill grassland. Perennial herb. Blooms Apr–June (July) Elevational range (in feet): 16–1165	No potential to occur. Suitable environmental conditions are not present.
northern curly-leaved monardella	*Monardella sinuata* ssp. *nigrescens*	None	None/ CRPR 1B.2	Found in chaparral (Santa Cruz County), coastal dunes, coastal scrub, lower montane coniferous forest (Santa Cruz County, ponderosa pine sandhills); sandy. Annual herb/(Apr) May–July (Aug) (Sep). Elevational range (in feet): 0–984	No potential to occur. Suitable environmental conditions are not present.

Common Name	Scientific Name	Federal Status	State Status	Habitat Associations	Potential to Occur in the Project Area
Choris' popcornflower	*Plagiobothrys chorisianus* var. *chorisianus*	None	None/ CRPR 1B.2	Found in chaparral, coastal prairie, coastal scrub; mesic. Annual herb. Blooms Mar–June. Elevational range (in feet): 49–525	No potential to occur. Suitable environmental conditions are not present.
San Francisco popcornflower	*Plagiobothrys diffusus*	None	Endangered/ CRPR 1B.2	Found in coastal prairie, valley and foothill grassland. Annual herb. Blooms from Mar–June. Elevational range (in feet): 197–1181	No potential to occur. Suitable environmental conditions are not present.
adobe sanicle	*Sanicula maritima*	None	None/ CRPR 1B.2	Found in chaparral, coastal prairie, meadows and seeps, valley and foothill grassland; clay, serpentinite. Perennial herb. Blooms Feb–May. Elevational range (in feet): 98–787	No potential to occur. Suitable environmental conditions are not present.
San Francisco campion	*Silene verecunda* ssp. *verecunda*	None	None/ CRPR 1B.2	Found in coastal bluff scrub, chaparral, coastal prairie, coastal scrub, valley and foothill grassland; sandy. Perennial herb. Mar–June (Aug). Elevational range (in feet): 98–2116	No potential to occur. Suitable environmental conditions are not present.
Santa Cruz microseris	*Stebbinsoseris decipiens*	None	None/ CRPR 1B.2	Found in broadleafed upland forest, closed-cone coniferous forest, chaparral, coastal prairie, coastal scrub, valley and foothill grassland; open areas, sometimes serpentinite. Annual herb. Blooms Apr–May. Elevational range (in feet): 33–1640	No potential to occur. The closest known occurrence is a single occurrence on the geographically isolated Angel Island in 1968. The site is outside the species known range.
California seablite	*Suaeda californica*	Endangered	None/ CRPR 1B.1	Found in marshes and swamps (coastal salt). Perennial evergreen shrub. Blooms July–Oct. Elevational range (in feet): 0–49	No potential to occur. The site is outside of the species' known elevation range and suitable environmental conditions are not present.
San Francisco owl's-clover	*Triphysaria floribunda*	None	None/ CRPR 1B.2	Found in coastal prairie, coastal scrub, valley and foothill grassland; usually serpentinite. Annual herb. Blooms Apr–June. Elevational range (in feet): 33–525	No potential to occur. Suitable environmental conditions are not present.
coastal triquetrella	*Triquetrella californica*	None	None/ CRPR 1B.2	Found in coastal bluff scrub, coastal scrub; soil/moss. Elevational range (in feet): 33–328	No potential to occur. Suitable environmental conditions are not present.

SSC = California Species of Special Concern
CRPR = California Rare Plant Rank
The preceding list of wildlife potentially occurring in the project area was generated from the following resources:

- USFWS IPaC Trust Resources Report (Sacramento Fish and Wildlife Office, Accessed May, 2016)
- CDFW CNDDB Rarefind5 (Accessed May, 2016)
- CNPS Rare and Endangered Plant Inventory (Accessed May, 2016)

Published References:

CWHR (California Wildlife Habitat Relationships). 2016. *CWHR Life History Accounts and Range Maps*. Sacramento, California: California Department of Fish and Wildlife. Accessed May 2016. https://www.dfg.ca.gov/biogeodata/cwhr/cawildlife.aspx.
CNPS (California Native Plant Society).2016. *Inventory of Rare and Endangered Plants*. Online edition, v8-02. Sacramento, California: CNPS. Accessed May 2016. http://www.rareplants.cnps.org.

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