PLANNING DEPARTMENT

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PRELIMINARY MITIGATED NEGATIVE DECLARATION

Date of this Notice: January 28, 2006

Lead Agency: San Francisco Planning Department
1660 Mission Street, Suite 500
San Francisco, California 94103-2414

Agency Contact Person: Bill Wycko **Telephone** (415) 558-5972

Project Title: 2003.1183E – 55 Francisco Street (AKA 1789 Montgomery Street)
Project Sponsor: RHV Francisco
Project Contact Person: Laura McCarty **Telephone:** (415) 777-4494 ext. 223

Project Address: 55 Francisco Street **Assessor's Block and Lot:** Block 0056, Lot 006
City and County: San Francisco

Project Description: The project site at 55 Francisco Street (Assessor's Block 0056, Lot 006), also known as 1789 Montgomery Street, is approximately 48,714 square feet in size and located on the southern side of Francisco Street in the block bounded by Francisco, Montgomery, Chestnut, and Kearny Streets. The project site currently has a three-story, 284-space parking garage and a seven-story office building. The proposed project would involve the addition of three new levels atop the existing parking garage with 51 residential dwelling units (approximately 57,999 gross square feet). The existing office building on the project site would remain as it is. The proposed project would also involve reconfiguration of the existing parking by removing 81 independently accessible public parking spaces and creating valet parking for 203 vehicles on the first two levels of the garage, and providing 59 independently accessible parking spaces on the third level for the proposed dwelling units. The project site is zoned C-2 (Community Business), and is within a 65-X height and bulk district and Waterfront Special Use District #3. The proposed project would require Conditional Use authorization for the proposed Planned Unit Development (PUD).

THIS PROJECT COULD NOT HAVE A SIGNIFICANT EFFECT ON THE ENVIRONMENT. This finding is based upon the criteria of the Guidelines of the State Secretary for Resources, Sections 15064 (Determining Significant Effect), 15065 (Mandatory Findings of Significance) and 15070 (Decision to Prepare a Negative Declaration), and the following reasons as documented in the Initial Evaluation (Initial Study) for the project, which is attached:

-Over-

Mitigation measures, if any, included in this project to avoid potentially significant effects: Pages 65 to 66.

cc: Douglas Rosenberg, project sponsor; Neil Sekhri, project attorney; Distribution List; Supervisor Aaron Peskin District 3; Bulletin Board; Master Decision File

INITIAL STUDY
2003.1183E – 55 Francisco Street

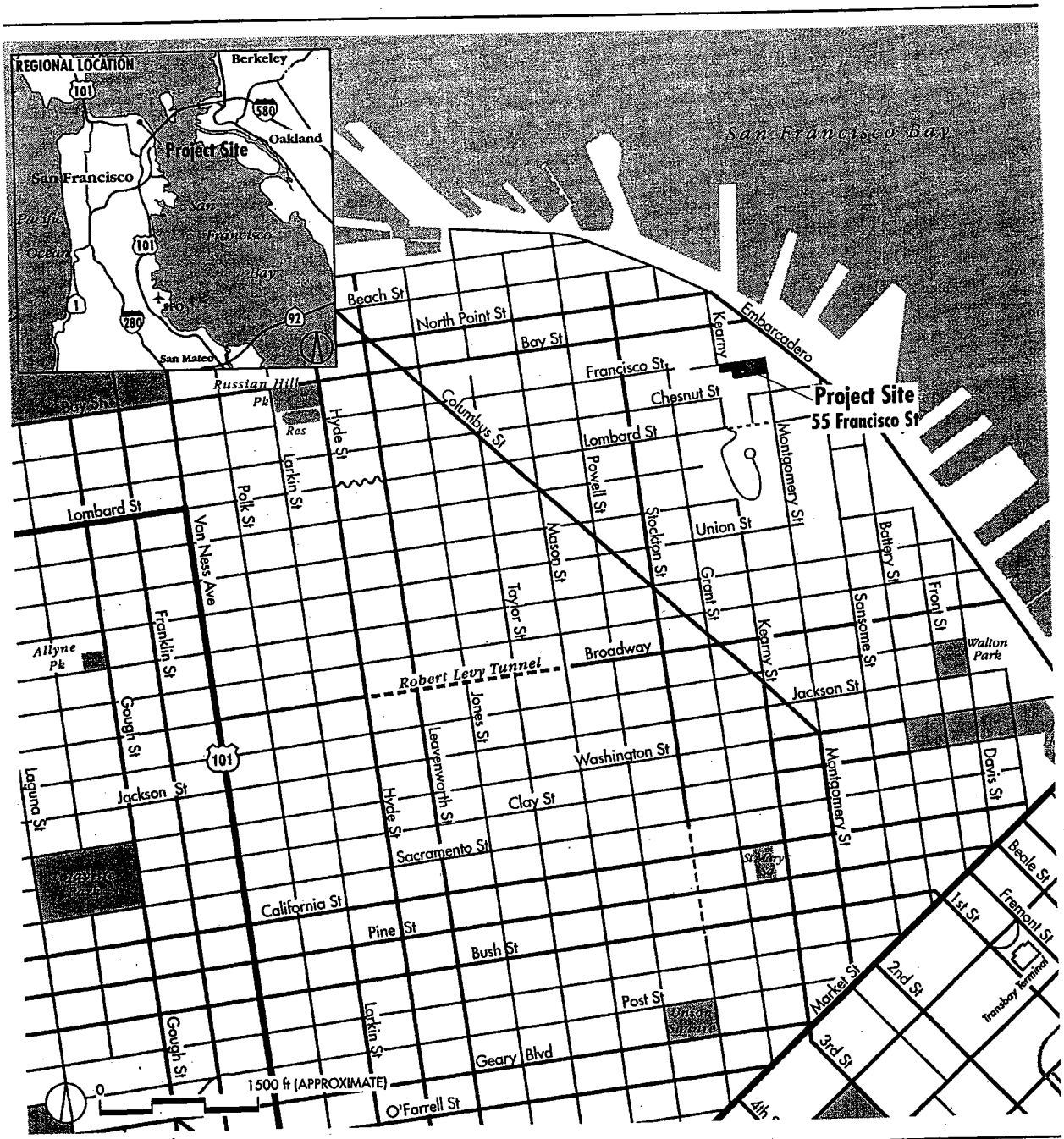
I. PROJECT DESCRIPTION AND SETTING

A. PROJECT DESCRIPTION

The project site at 55 Francisco Street (Assessor's Block 0056, Lot 006), also known as 1789 Montgomery Street, is approximately 48,714 square feet (approximately 1.1 acres) in size and located on the southern side of Francisco Street in the block bounded by Francisco, Montgomery, Chestnut, and Kearny Streets (Figure 1, page 2). The project site occupies the entire southern side of Francisco Street between Montgomery and Kearny Streets, and is essentially flat and level.

The project site is currently occupied by a seven-story, 90-foot-tall office building and a three-story, 35-foot-tall parking garage containing 284 spaces (Figure 2, page 3). The office building, located on the eastern portion of the site, was constructed in 1918 as a warehouse and converted to general office use sometime before the 1960s. In 1969, a three-story parking structure with four levels of parking and 284 spaces was constructed on the western portion of the site, and is now open to the general public. The exterior of the office building is painted concrete and the parking structure has a metal screen exterior.

The existing office building on the project site, with 167,088 gross square feet, would not be altered. The proposed project would involve the addition of three new levels atop the existing parking garage with 51 residential dwelling units (approximately 57,999 additional gross square feet), increasing the building in height from 35 to 65 feet (Figures 3, 4, 5, and 6, pages 4 to 7). The 51 dwelling units would consist of 24 one-bedroom and 27 two-bedroom units. The proposed project would also involve reconfiguration of the existing parking garage and eliminating 81 independently accessible public parking spaces. Valet parking for office employees and the public would be created for 203 vehicles on the first two levels of the garage, 59 independently accessible parking spaces would be created on the third level for the proposed dwelling units, and the uncovered rooftop parking of the existing parking garage would be replaced by the residential uses of the additional three floors. There would be a total of 262 spaces in the reconfigured parking garage, while the current total of 90,000 gross square feet of existing building space devoted to parking would be reduced to 74,284 gross square feet primarily due to the conversion of the uppermost rooftop parking deck to the first



Source: During Associates

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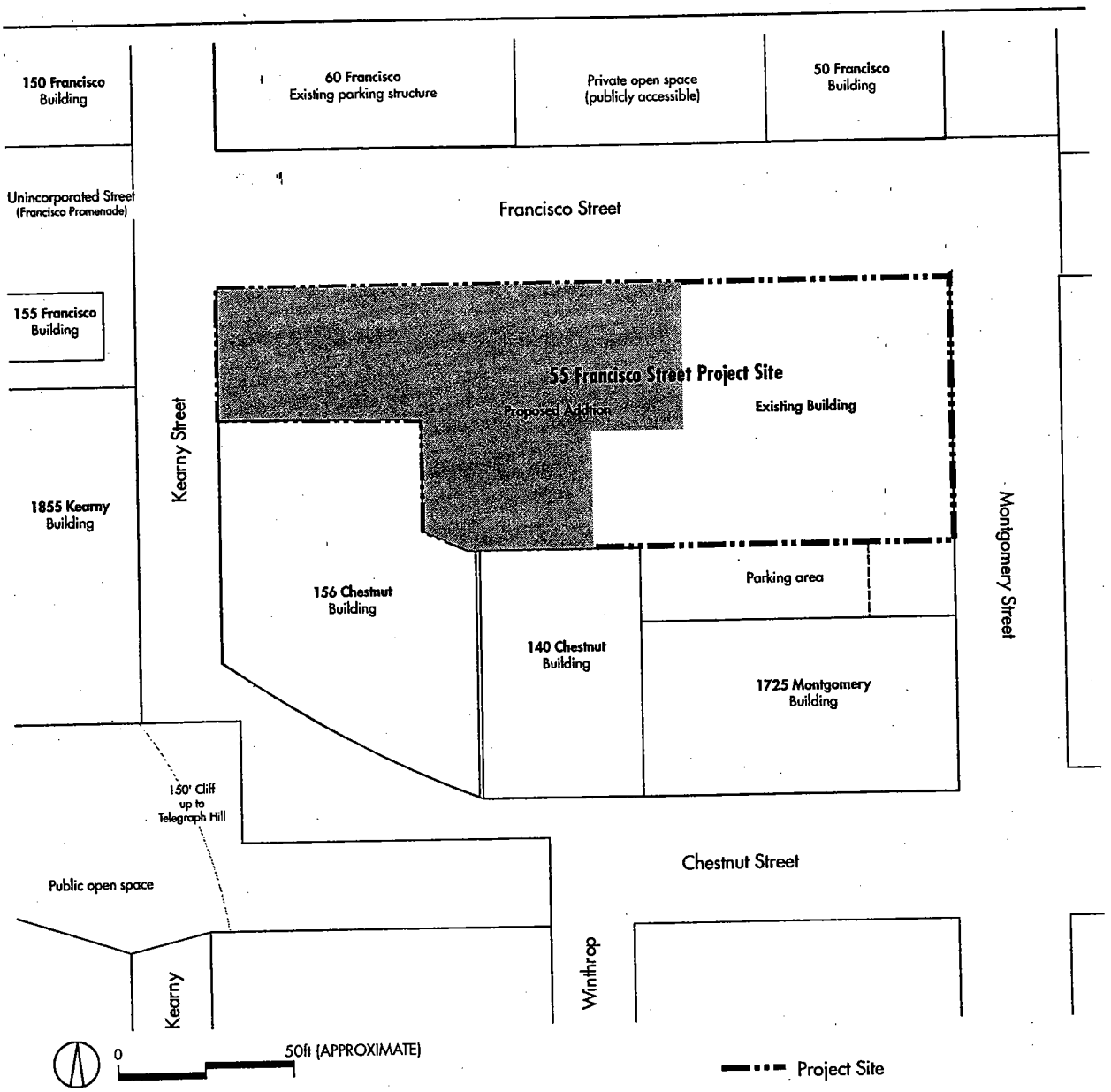
Project Location Figure 1



Source: Sternberg Benjamin

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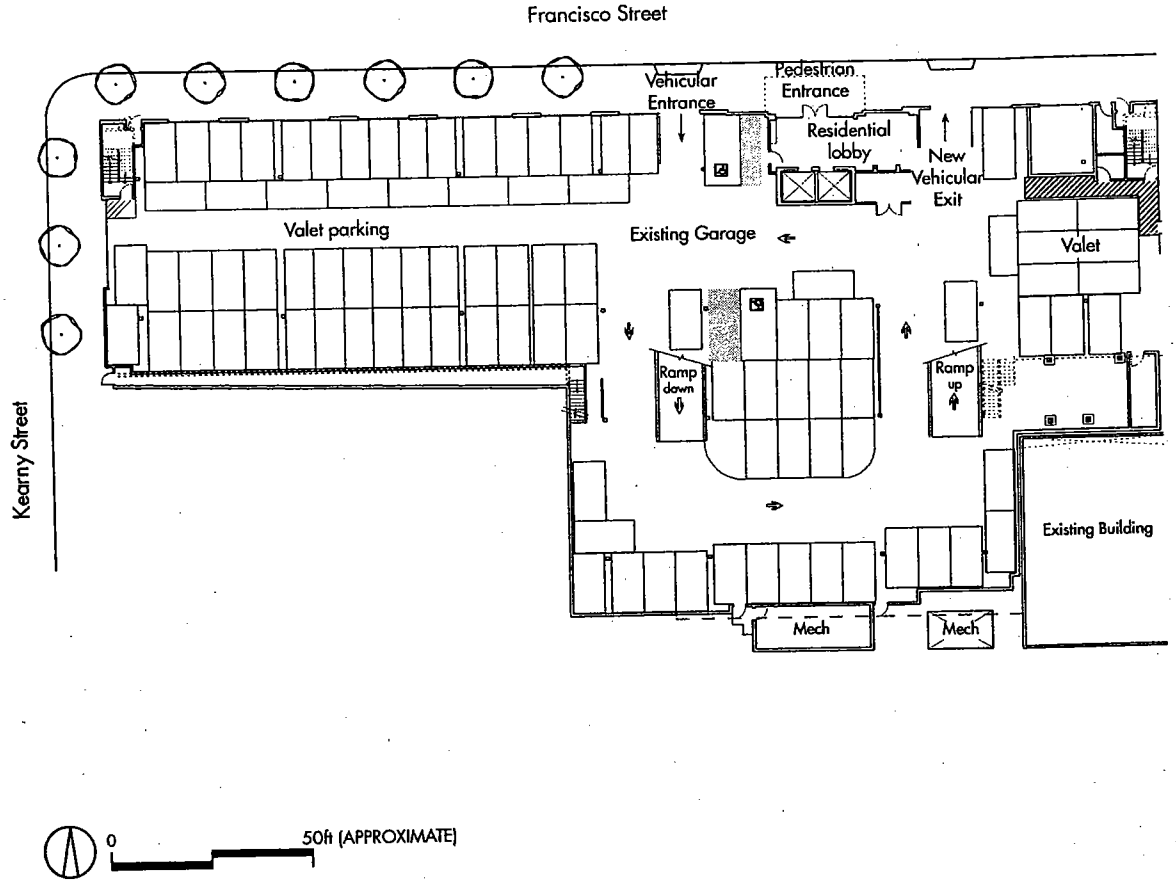
Proposed Site Plan Figure 2



Source: Sternberg Benjamin

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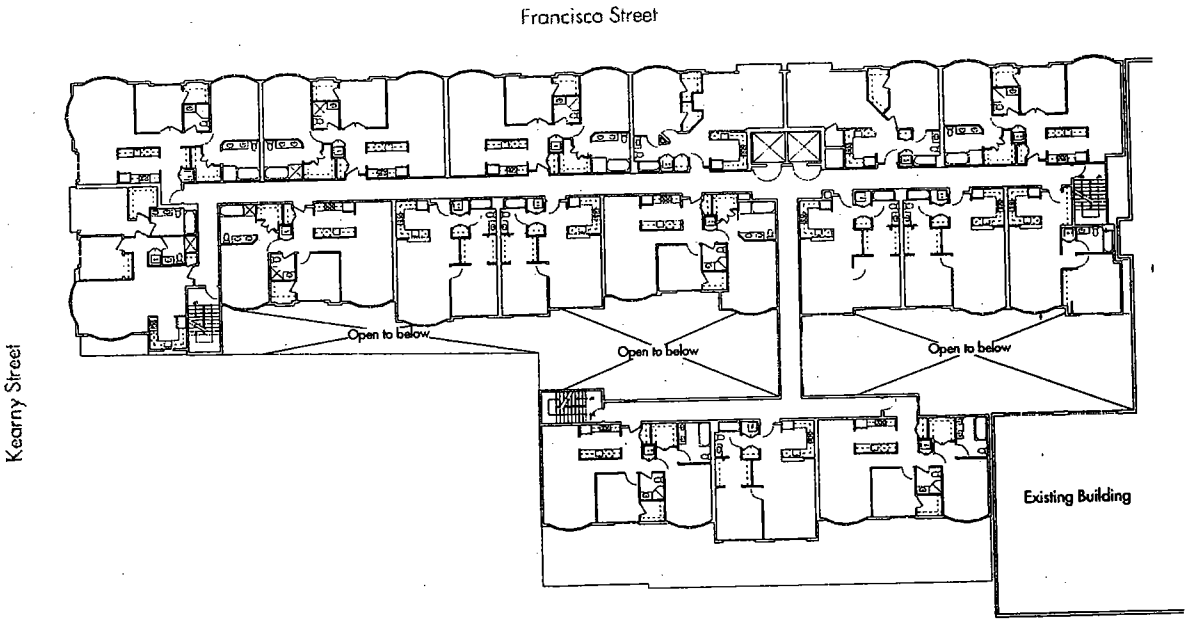
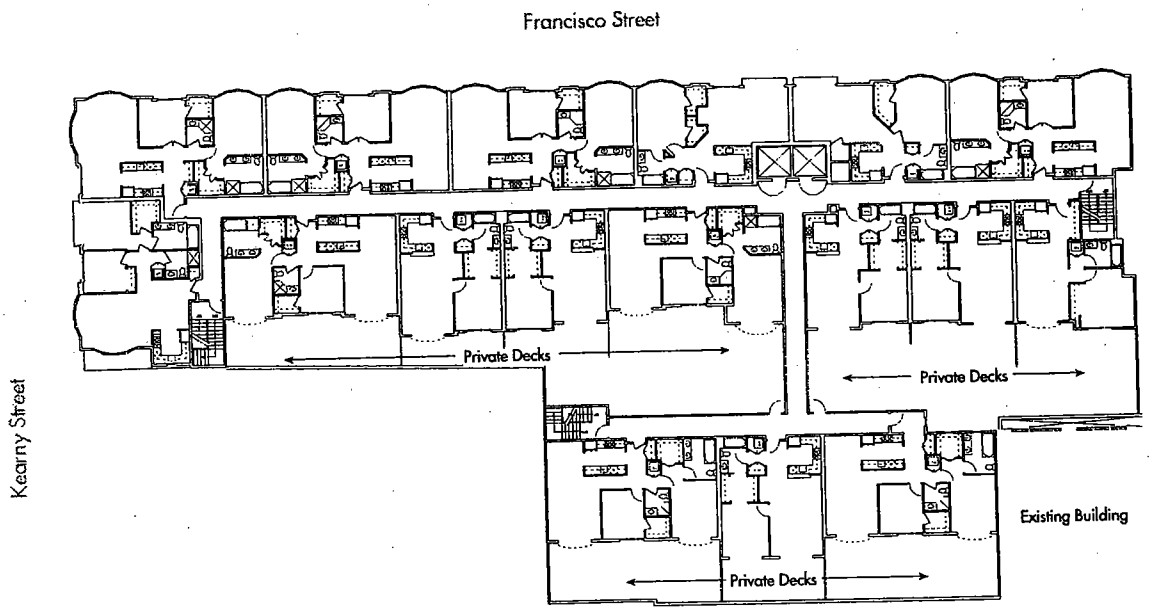
Proposed Ground Floor Plan Figure 3



Fifth and Sixth Floor Plans



Fourth Floor Plan

0 50ft (APPROXIMATE)

Source: Sternberg Benjamin

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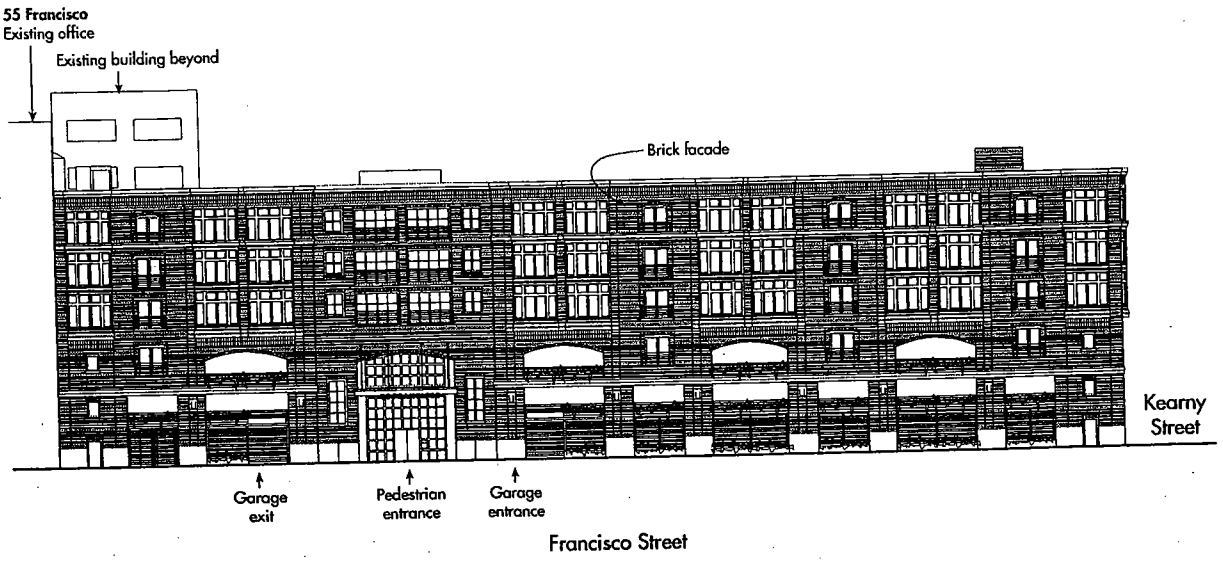
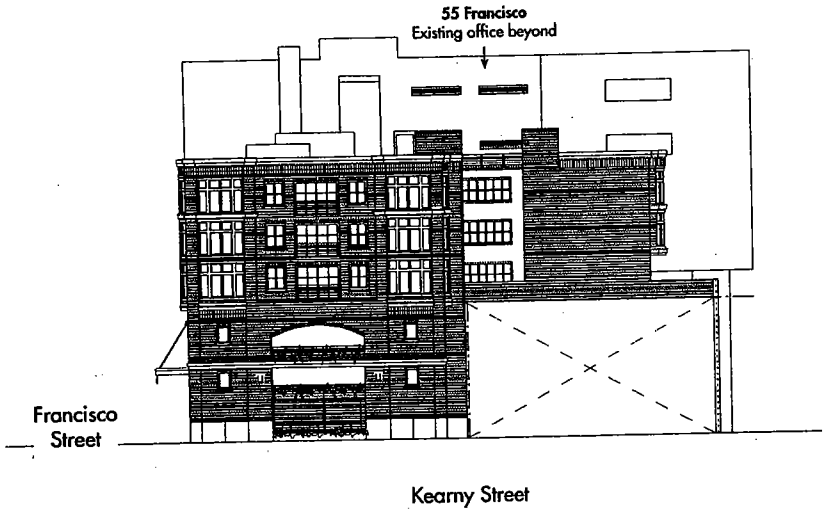
Proposed Floor Plans Figure 4



North Elevation



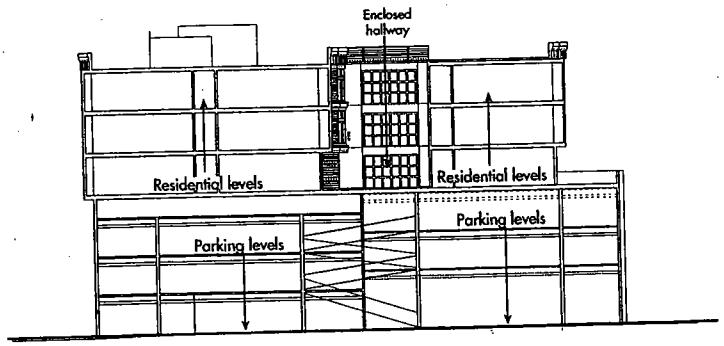
West Elevation

0 50ft (APPROXIMATE)

Source: Sternberg Benjamin

7-14-05

Proposed Project Elevations Figure 5



0 50ft (APPROXIMATE)

Source: Sternberg Benjamin

7-14-05

Proposed Project Section Figure 6

level of the residential addition (4th Floor). The first level (ground floor) of the reconfigured parking garage would include a residential entrance on Francisco Street with lobby, elevators to the new residential levels, and a trash-holding facility. The first level would also include a vehicular entrance and exit on Francisco Street, for use by both the general public accessing the first two levels of parking. The third level would be reserved for project residents who would have secure access by means of a card key system. Two self-park handicap-accessible stalls would be created on the ground level.

The footprint of the additional three stories would be similar to the existing parking garage (built to the property lines on Francisco and Kearny Streets), with projecting bay windows on the new residential levels four through six (see Figures 9 and 11, pages 19 and 21, for photosimulations). Most of the south side of the new residential levels would be stepped back from the property line to accommodate private decks on the fourth level.

The facade of the reconfigured parking garage on the first three levels of the building would be articulated by alternating sections of solid and open brick wall, and the facade of the new residential levels four through six would be articulated by bay windows and brick walls. In addition, the Francisco Street facade would include a new pedestrian entrance for the residential units, with a marquee and contrasting window and exterior treatments. The project would not affect any of the existing street trees along the site's frontage.

The project site is zoned C-2 (Community Business), is within a 65-X height and bulk district and Waterfront Special Use District No. 3. The proposed project would require Conditional Use authorization for the proposed Planned Unit Development (PUD), including a reduction of the off-street parking requirement pursuant to Section 161(f) and 240.3(k) of the *Planning Code* and exceptions from the rear yard and dwelling unit window exposure standards for 12 of the 51 units.

The proposed project would be developed by RHV Francisco, LLC, and is designed by Sternberg Benjamin Architects. The estimated cost of construction is $7 million. Construction of the proposed residential project would continue for about 15 months. Assuming that construction would begin in early 2006, the building would be ready for occupancy in 2007.

B. PROJECT SETTING

The 55 Francisco Street site is located on the southern side of Francisco Street, extending from Montgomery Street to Kearny Street, in the Northeast Waterfront area of San Francisco. The project site is an irregular polygon bounded by Montgomery Street to the east, Francisco Street to the north, Kearny Street to the west, and existing commercial/office buildings (facing Chestnut Street to the south) and a parking area (facing Montgomery Street). The project site is currently occupied by two structures, a seven-story, 90-foot-tall, approximately 167,088-gross-square-foot office building (55 Francisco Street, also known as 1789 Montgomery Street), and a three-story, 35-foot-tall, approximately 90,000-gross-square-foot parking garage with 284 spaces and four parking levels (having the same address as the office building, 55 Francisco Street). Overall, the project site encompasses approximately 48,714 square feet (approximately 1.1 acres).

The project site is located in a Community Business (C-2) zoning district, the Waterfront Special Use District No. 3, and a 65-X height and bulk district. The area surrounding the project site includes P (Public Use), RC-4 (Residential-Commercial Combined districts, High Density), RH-3 (Residential, House districts, Three-Family), RM-2 (Residential, Mixed districts, Moderate Density), RM-3 (Residential, Mixed districts, Medium Density), and M-1 (Light Industrial). The nearest residential district is RM-2. The 65-X height and bulk district is surrounded by a 40-X height and bulk district except to the southeast where it is adjacent to an 84-E district that runs between Montgomery and Winthrop Streets.

The block containing the project site, and the areas immediately to the northwest, north, east, and southeast, are relatively flat and level. Immediately southwest of the project block is the steep slope of Telegraph Hill, which rises to an elevation of approximately 150 feet above the level of the project block. Due to this topography, Kearny Street ends south of Francisco Street, and Chestnut Street ends west of Montgomery Street. (See Figure 2, page 3.) A private driveway and parking area extends between the southern end of Kearny Street and the western end of Chestnut Street, but is blocked to through traffic.

The project site is located in a mixed-use neighborhood that includes residential, commercial, office, restaurant, open space, and parking uses. North of the western portion of the project site, on the opposite side of Francisco Street, is a five-level parking garage (60 Francisco Street). North of the eastern portion of the project site, on the opposite side of Francisco Street, is a four-story

office/commercial building (50 Francisco Street). A publicly accessible private open space with landscaping and pedestrian paths occupies a recess in front of the 50 Francisco Street building, in the middle of the block, and east of the 60 Francisco Street parking garage. As shown in Figure 2, Montgomery Street does not continue north of Francisco Street, rather, an unbuilt corridor with landscaping and a pedestrian path extends north from Francisco Street to The Embarcadero. Similarly, Francisco Street does not continue east of Montgomery Street, and a landscaped corridor with pedestrian path extends east to The Embarcadero. In the triangular area between these two open spaces and The Embarcadero is the one-story Houston's Restaurant (1800 Montgomery Street). On the east side of Montgomery Street opposite the project site, occupying the entire block between Francisco and Chestnut Streets, is a four-story office building (1700 Montgomery Street), with a small triangular open space at the northeast corner of Montgomery and Chestnut Streets.

Adjacent to the project site to the south is a two-story office building (1725 Montgomery Street) with an entryway to a surface parking lot in the interior of the block.

Along Chestnut Street in the southern portion of the project block bounded by Francisco, Montgomery, Chestnut, and Kearny Streets is a paved parking area. Between the parking area and the project site are three office/commercial buildings. In the southeast portion of the project block, fronting on Montgomery and Chestnut Streets, is a three-story building with ground-floor retail and office uses above (1701 Montgomery Street). West of 1701 Montgomery Street, near the middle of the block, is a two-story office/commercial building (140 Chestnut Street), which includes a former railroad car located between the main 140 Chestnut Street structure and the parking area north of Chestnut Street. Further west, extending to Kearny Street, is another two-story office building (150 Chestnut Street).

On the south side of Chestnut Street, opposite the eastern portion of the project block, is a nine-story residential building (111 Chestnut Street, also known as "Park Telegraph"). West of this residential building, and south of the western portion of the project block, is the steep slope of Telegraph Hill, which extends west of Kearny Street and the project site. As discussed above, both Chestnut and Kearny Streets end at the foot of Telegraph Hill, but are connected by a private driveway and parking area. On the west side of Kearny Street, opposite the project block at the southern terminus of Kearny Street, is a seven-story residential building (1855 Kearny Street). Adjacent to the north is a four-story building (155 Francisco) with a café/deli on the ground floor and residential units above.

North of 155 Francisco Street, opposite the point where Francisco Street terminates at Kearny Street, is an unimproved street with landscaping and pedestrian walkway. This unimproved street is not under Park and Recreation Department jurisdiction. North of the open corridor and northwest of the intersection of Kearny and Francisco Streets, is a four-story residential building (150 Francisco Street).

II. ENVIRONMENTAL EVALUATION CHECKLIST AND DISCUSSION

A. COMPATIBILITY WITH ZONING, PLANS, AND POLICIES

	N/A	Discussed
1. Discuss any variances, special authorizations, changes proposed to the City Planning Code or Zoning Map, if applicable.	☐	■
2. Discuss any conflicts with any other adopted environmental plans and goals of the City or Region, if applicable.	■	☐

San Francisco Planning Code

The *San Francisco Planning Code*, which incorporates the City's Zoning Maps, implements the *San Francisco General Plan* and governs permitted uses, densities, and configuration of buildings within the City. Permits to construct new buildings (or to alter or demolish existing ones) may not be issued unless (1) the proposed project conforms to the Code, (2) an allowable exception is granted pursuant to provisions of the Code, or (3) amendments to the Code are included as part of the project.

Implementation of the proposed project would result in a change of use on the project site to introduce residential use to the existing office and parking use, the specific impacts of which are discussed below under the relevant topic heading. The proposed project site is in the 65-X Height and Bulk District, which permits construction to a height of 65 feet. The project would increase the height of the existing parking garage on the eastern portion of the site to 65 feet, but would not alter the height of the existing 90-foot office building on the eastern portion of the site, which is a legal non-conforming use that was constructed before the adoption of the 65-X Height and Bulk District.

The site is zoned C-2 (Community Business) which permits residential use. C-2 use districts provide convenience goods and services to residential areas of the City. The extent of these districts varies from residential uses and smaller clusters of stores to larger concentrated areas. As in C-1 Districts,

the emphasis is upon compatible retail uses. The project area is one of a few remnant examples of C-2 districts, which have generally be replaced by Neighborhood Commercial (NC) districts.

The site is also within Waterfront Special Use District No. 3. The Special Use District imposes special controls tailored to the area's unique natural and man-made physical characteristics, special traffic, parking, and use considerations, recognized development potential, and proximity to residential, public and commercial areas of regional, national and international significance that should be protected from adverse adjacent development.

Required Approvals

The proposed project would require Conditional Use authorization for the proposed Planned Unit Development (PUD), including modification of parking requirements, and PUD exceptions from the rear-yard and dwelling unit window exposure standards. The project would also require approval by the Department of Building Inspection and Department of Public Works for selective demolition of the parking structure and for site permits and addenda for the new construction. Any change to curb markings or cuts for vehicle access would require review by the Department of Parking and Traffic.

Plans and Policies

The City's *General Plan*, which provides general policies and objectives to guide land use decisions, contains some policies that relate to physical environmental issues. The project site is included within the *Northeastern Waterfront Area Plan* of the *San Francisco General Plan*. The entire project site is designated "General Commercial" in the Northeastern Waterfront Plan.[1] Objective 6 of the Area Plan is to "develop and maintain residential uses along the Northeastern Waterfront in order to assist in satisfying the City's housing need and capitalize on the area's potential as a desirable living environment."[2] Policy 18.2 relates specifically to the Base of Telegraph Hill area and states "Encourage the development of residential uses as a major use on inland sites in this area. Such use

[1] City and County of San Francisco, *Northeastern Waterfront Area Plan*, January 1998, Map 4 – Base of Telegraph Hill Subarea Generalized Land Use Map, http://www.sfgov.org/site/uploadedimages/planning/egp/illus/newaterfrnt http://www.sfgov.org/site/uploadedimages/planning/egp/illus/newaterfrnt/map4.gif , accessed September 25, 2004.

[2] *Northeastern Waterfront Plan*, Residential Objective 6 and Policy 18.2, http://www.sfgov.org/site/planning_index.asp?id=25048 and http://www.sfgov.org/site/planning_index.asp?id=25049, accessed September 25, 2004.

should be especially encouraged immediately adjacent to Telegraph Hill and at the upper levels of commercial development."[3]

The *San Francisco General Plan*, which provides general policies and objectives to guide land use decisions, contains some policies that relate to physical environmental issues. The compatibility of the project with *General Plan* policies 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 and any potential conflicts identified as part of that process would not alter the physical environmental effects of the proposed project. In general, potential conflicts with the *General Plan* are considered by decision makers (in this case, the Planning Commission) independently of the environmental review process.

Environmental plans and policies are those, like the Bay Area Air Quality Plan, which directly address physical environmental issues and/or contain targets or standards which must be met in order to preserve or improve characteristics of the City's physical environment. The proposed project would not obviously or substantially conflict with any such adopted environmental plan or policy.

In November 1986, the voters of San Francisco approved Proposition M, the Accountable Planning Initiative, which added Section 101.1 to the City Planning Code to establish eight Priority Policies. These policies are: preservation and enhancement of neighborhood-serving retail uses; protection of neighborhood character; preservation and enhancement of affordable housing; discouragement of commuter automobiles; protection of industrial and service land uses from commercial office development and enhancement of resident employment and business ownership; maximization of earthquake preparedness; landmark and historic building preservation; and protection of open space. Prior to issuing a permit for any project that requires an Initial Study under the California Environmental Quality Act (CEQA), and prior to issuing a permit for any demolition, conversion, or change of use, and prior to taking any action that requires a finding of consistency with the General Plan, the City is required to find that the proposed project or legislation is consistent with the Priority Policies. The Priority Policies, which provide general policies and objectives to guide certain land use decisions, contain some policies that relate to physical environmental issues. The current project would not obviously or substantially conflict with any such policy. As part of its decision to approve, modify or disapprove the project, the Planning Commission will consider other potential

[3] Northeastern Waterfront Plan, p. II.9.35.

non-physical conflicts with the Priority Policies and will weigh the Priority Policies and decide whether, on balance, the project is consistent with the Priority Policies.

B. ENVIRONMENTAL EFFECTS (Initial Study Checklist)

All items on the Initial Study Checklist have been checked "No," indicating that Planning Department staff has determined that the proposed project could not have a significant adverse environmental effect. Several of those Checklist items have also been checked "Discussed," indicating that the Initial Study text includes discussion about those particular issues. For all of the items checked "No" 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 Department, such as the Department's *Transportation Impact Analysis Guidelines for Environmental Review*, or the California Natural Diversity Data Base and maps, published by the California Department of Fish and Game. For each checklist item, the evaluation has considered the impacts of the project both individually and cumulatively.

1. **Land Use** – Could the project:	Yes	No	Discussed
a. Disrupt or divide the physical arrangement of an established community?	☐	■	■
b. Have any substantial impact upon the existing character of the vicinity?	☐	■	■

The project site is occupied by a seven-story office building and a three-story (plus rooftop parking) parking garage. (See Figure 2, page 3.) North of the project site is a four-story office building and a five-level parking garage. East of the project site on the east side of Montgomery Street is a four-story office building. South of the project site are two- and three-story office commercial buildings, and a nine-story residential building is further south on the south side of Chestnut Street. West of the project site are seven- and four-story residential buildings.

Southwest of the project site is Telegraph Hill. Pioneer Park (which contains Coit Tower) is located on Telegraph Hill, approximately one and one-half blocks south of the project site, at an elevation approximately 150 feet higher than the project site.

The proposed project would result in the addition of residential uses to the project site (51 units) and to the project block. It would also reconfigure the existing parking garage, resulting in a reduction from 284 independently accessible spaces to 262 spaces of which 203 would be valet parking (there would be net loss of 81 public independently accessible spaces). The project area contains several residential buildings, two of which are directly west of the project across Kearny Street. The project would not introduce a new or incompatible land use to the area. Rather, it would construct additional residential units in an area that already contains several multi-story residential buildings. The proposed project may be perceived negatively by existing residents in the vicinity of the project who have become accustomed to the existing three-story parking structure on the project site..

Nevertheless, the proposed project's impacts relating to land use are considered less-than-significant under CEQA. The proposed project would not disrupt or divide the physical arrangement of an established community. It would be incorporated within the established street plan and would create no impediment to the passage of persons or vehicles. The project would have no significant adverse impact on the character of the vicinity. The nature and intensity of proposed land uses with the project are consistent with the character of development that exists in the area.

2. **Visual Quality** – Could the project:	Yes	No	Discussed
a. Have a substantial, demonstrable negative aesthetic effect?	☐	■	■
b. Substantially degrade or obstruct any scenic view or vista now observed from public areas?	☐	■	■
c. Generate obtrusive light or glare substantially impacting other properties?	☐	■	■

Aesthetic Effect

The western portion of the project site is currently occupied by a three-story parking structure, with three levels of covered parking plus rooftop parking. The parking structure is built to the property line, rectilinear in form, and has open walls. A series of approximately nine mature street trees are located along the Francisco Street frontage of the site, which partially screen views of the parking structure from surrounding street-level vantage points along Francisco Street. As shown in Figure 8, page 18 (Figure 7, page 17, is the viewpoint location map), there are no street trees along the site's Kearny Street frontage.

The project site is located in an area of mixed residential, office/commercial and parking uses. In the vicinity, buildings vary from one to nine stories in height, and in most cases are relatively rectangular in shape with vertical walls that are built to the property lines. Nearby buildings generally conform to a low- to mid-rise pattern of size, scale, and massing, and have a contemporary design character.

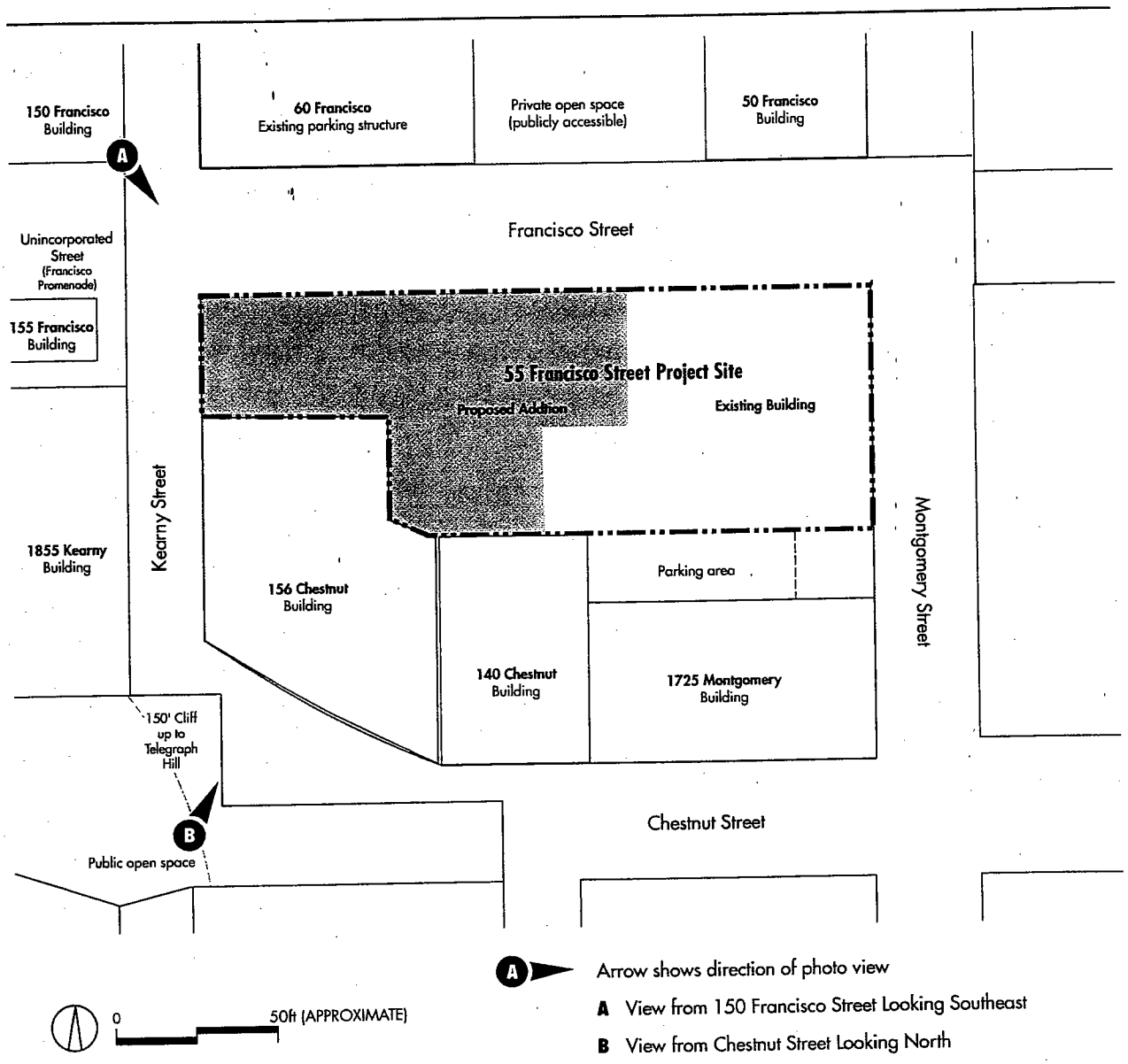
Immediately to the east of the portion of the project site proposed for construction of the additional residential levels is a seven-story, 90-foot-tall office building (occupying the eastern portion of the project site). The building's horizontal rectilinear slab volume is unarticulated except by windows, and the textured gray cladding of the first (ground) floor facade, which contrasts with the red painted concrete exterior of the remainder of the building as shown in Figures 9 and 11, pages 19 and 21. This office building would not be altered by the proposed project.

To the north of the project site, across Francisco Street, are two buildings, a five-level parking garage and a four-story office/commercial building (Figure 10, page 20). These buildings are also rectilinear in shape with horizontal slab walls clad in red brick, separated by a recess containing publicly accessible private open space with landscaping and pedestrian paths.

West of the project site, on the opposite side of Kearny Street, are a four-story multi-family residential building and a seven-story multi-family residential building (both with light, cream-colored walls). These buildings also are rectilinear in shape, with vertical walls articulated by windows and/or balconies. Opposite the point where Francisco Street terminates at Kearny Street is a landscaped pedestrian walkway.

The project site is visible from adjacent portions of Francisco and Kearny Streets and the pedestrian path west of Kearny mentioned above, but little of the project site is visible from more distant street-level vantage points (including The Embarcadero), due to the presence of intervening buildings. The project site is visible from an improved portion of Kearny and Chestnut Streets on the north side of Telegraph Hill (Figure 11 on the previous page).

The proposed project would add three residential levels to the existing parking garage, as well as reconfiguring the parking garage. The resulting mixed-use building would be rectilinear in form and



Source: Sternberg Benjamin

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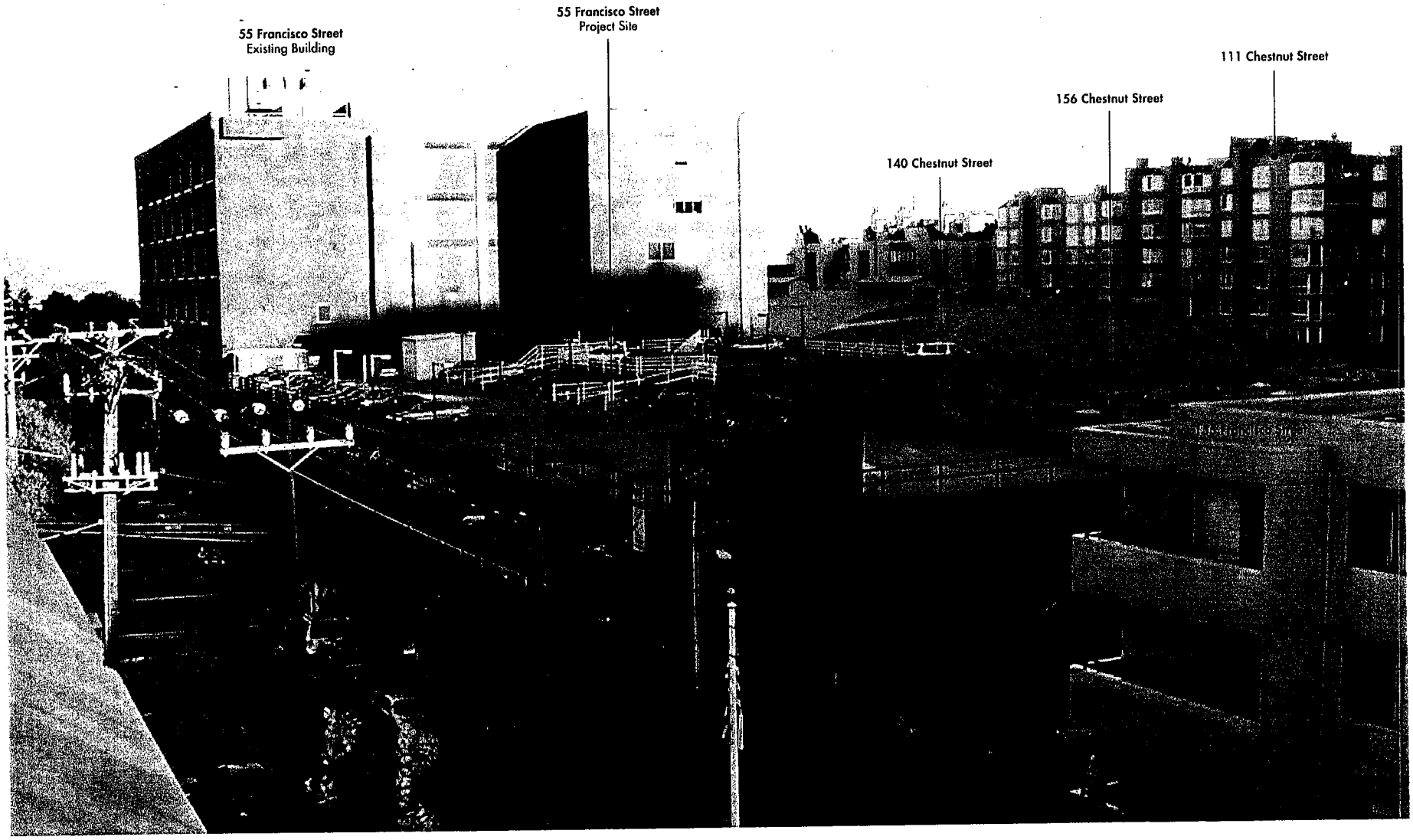
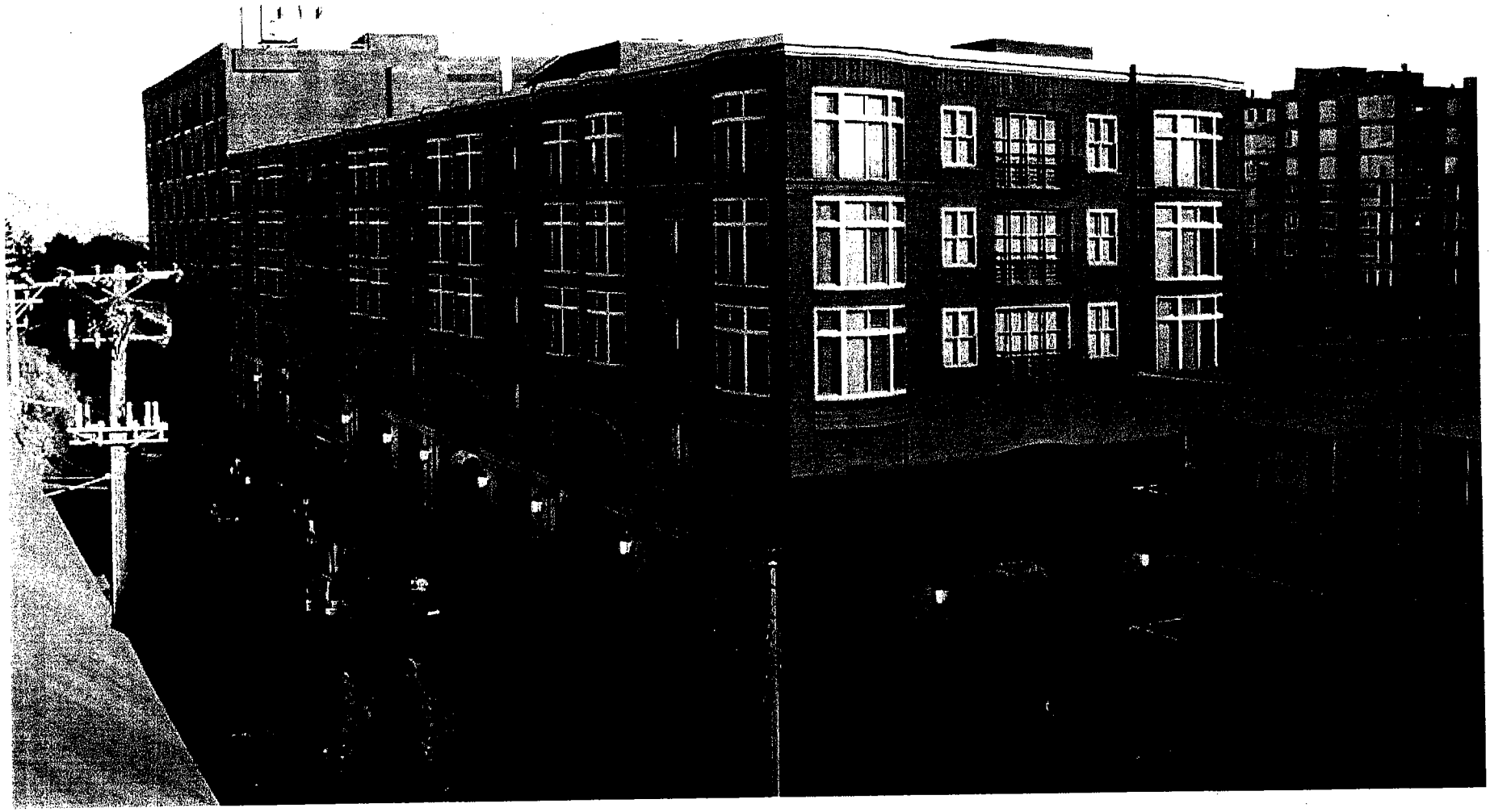
Viewpoint Location Map Figure 7



Source: Sternberg Benjamin

10-7-05

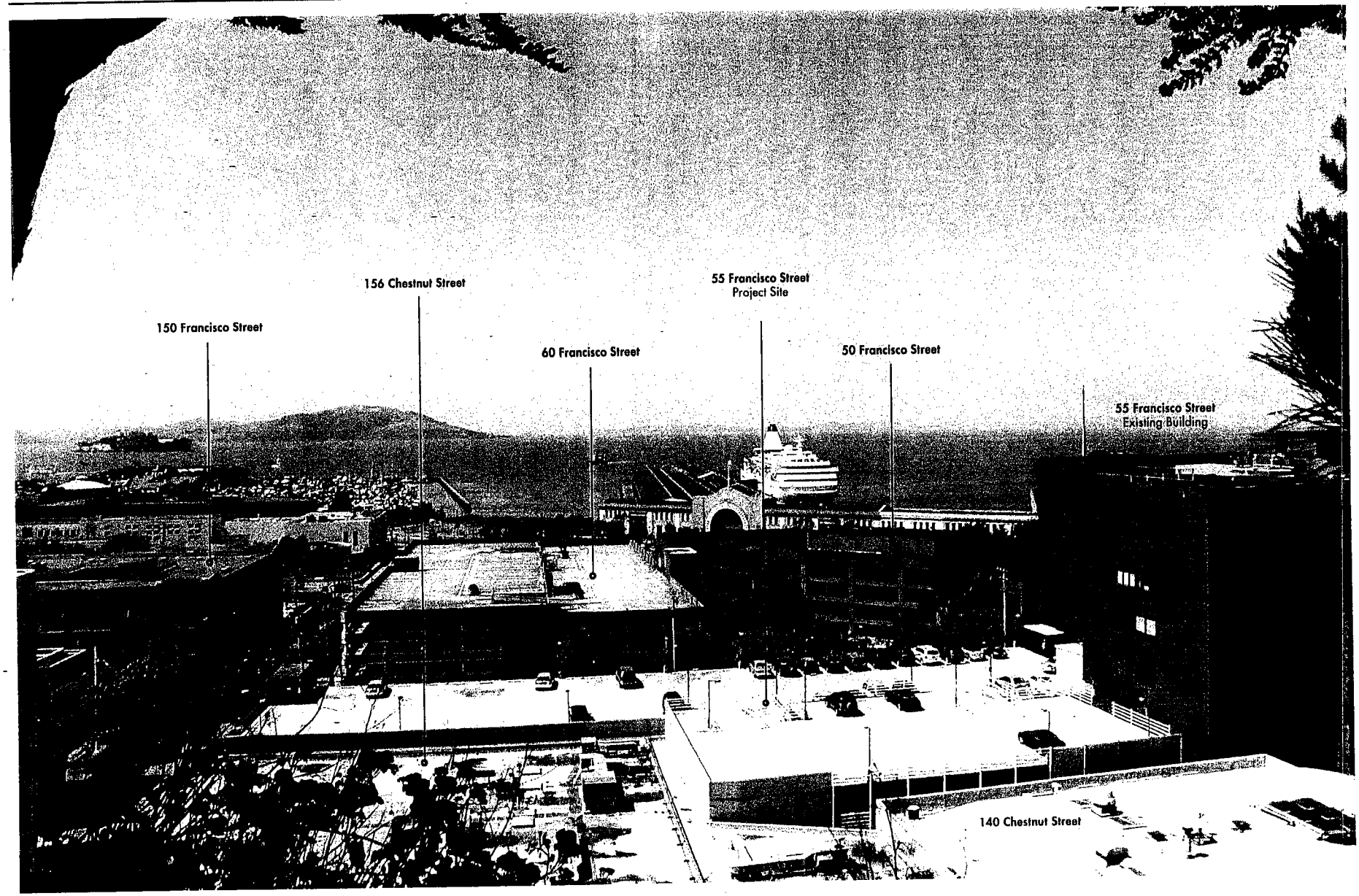
Existing View from 150 Francisco Street Looking Southeast Figure 8



Source: Sternberg Benjamin

10.7.05

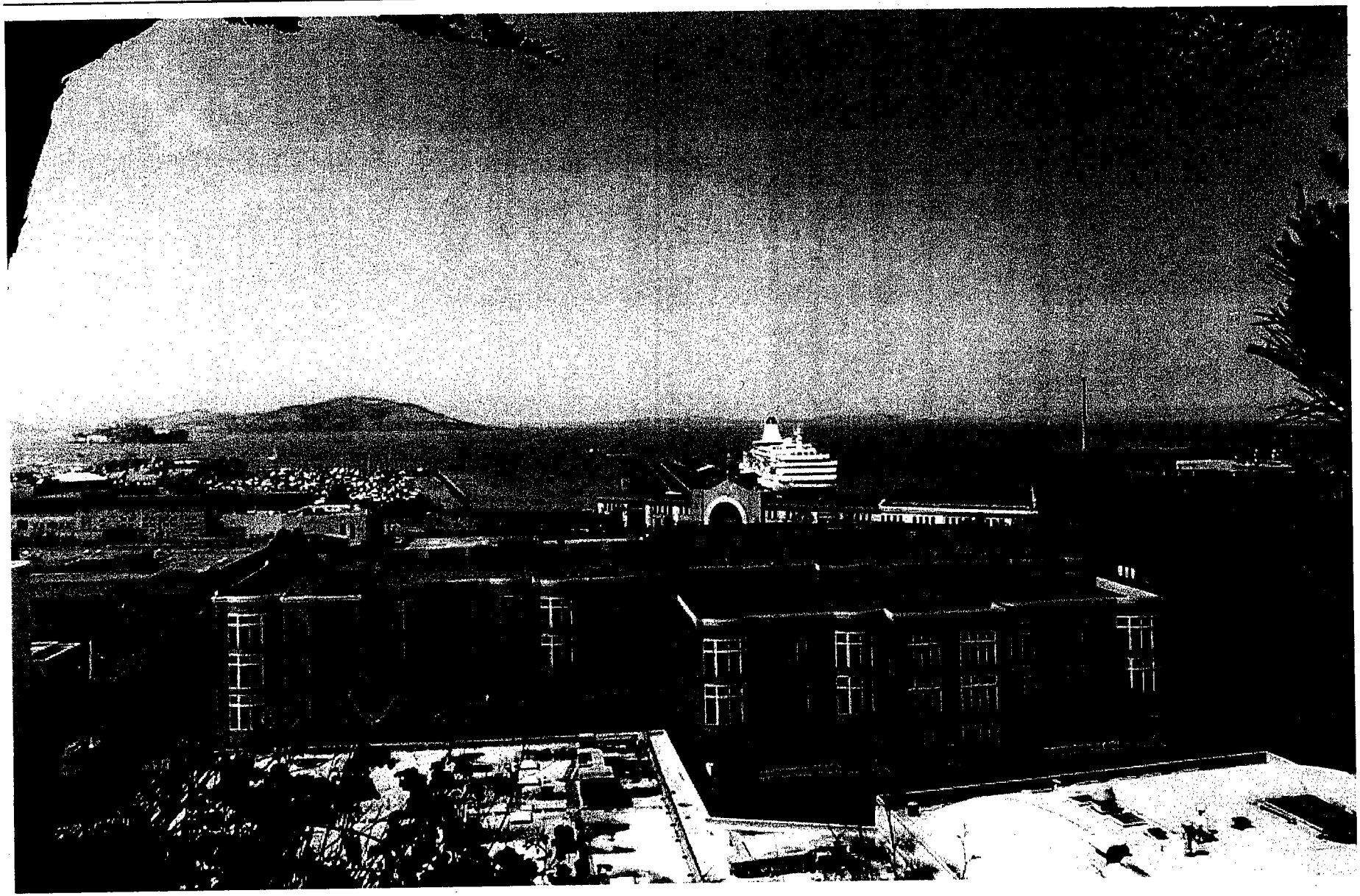
Photo Rendering of Proposed Project from 150 Francisco Street Looking Southeast Figure 9



Source: Sternberg Benjamin

10-7-05

Existing View from Chestnut Street Looking North Figure 10



Source: Sternberg Benjamin

10-7-05

Photo Rendering of Proposed Project from Chestnut Street Looking North Figure 11

massing and built to the lot line on Francisco and Kearny Streets, similar to most existing buildings in the neighborhood. The vertical wall facade of the proposed project would be clad in red brick, with the upper residential floors articulated by bay windows, as well as balconies with black metal railings. The walls of the lower parking levels would be articulated by open sections, which would be visually softened by planters with decorative hanging plants. There would be a residential entrance with a marquee on the Francisco Street facade. The appearance of the red brick cladding of the proposed project would be similar in color to the painted exterior of the adjacent office building on the eastern portion of the project site and the existing buildings on the opposite side of Francisco Street. The overall visual character of the proposed project's street wall would be generally consistent with that of nearby buildings.

The proposed project would not remove any scenic trees or affect the existing street trees along Francisco Street. There are no trees on Kearny Street in front of the site, but the project will add trees on Kearny Street.

Design and aesthetics are, by definition, subjective and open to interpretation by decision-makers and members of the public. The project would change the visual character of the eastern portion of the project site by adding three residential levels to a three-story parking garage. While intensifying the development of the area, the proposed project would not conflict with the prevailing mixed-use visual character of the neighborhood, which already includes multi-family residential buildings, some of which are higher than the proposed project. Thus, the project would not disrupt the existing visual character of the project vicinity.

Scenic Views from Public Areas

Public areas in the vicinity of the project site consist of surrounding public streets, sidewalks, and pedestrian paths, and Pioneer Park on Telegraph Hill. The relatively flat areas (approximately at grade with The Embarcadero, henceforth "Bay level") are to the southeast, east, north and west. Telegraph Hill is to the south and southwest.

The Bay level public areas include the unimproved portion of Francisco Street across Kearny Street from the project site ("Francisco Street Promenade") and the landscaped corridors with pedestrian paths extending north and east from the intersection of Montgomery and Francisco Streets. From the public areas at Bay level, scenic views of the Bay and the East Bay hills beyond are almost entirely

obstructed by the visual barrier created by existing intervening buildings, including the seven-story office building on the eastern portion of the project site. Portions of Telegraph Hill and Coit Tower are visible from the Bay level of (north-south) Kearny and Montgomery Streets. Views of Telegraph Hill and Coit Tower from the Bay level of (east-west) Francisco Street are almost entirely screened by the existing buildings on the project site: a portion of the top of Coit Tower can be seen on the north side of Francisco Street across from the project site.

Scenic views from the Francisco Street Promenade and the pedestrian corridors north and east of the intersection of Montgomery and Francisco Streets would not be blocked by the proposed project.

The proposed building would partially obscure some scenic views from public areas. The project would partially affect views of the Bay Bridge Tower from one location at the elevated portion of the Francisco Street Promenade. The project would be visible from portions of Francisco Street and the open corridor west of Kearny Street, but views of the Bay along Francisco Street would not be affected due to the presence of intervening buildings including the seven-story office building on the eastern portion of the project site. The project would be visible from portions of the pedestrian corridors north and east of the intersection of Montgomery and Francisco Streets, but the project would not affect views of the Bay from these areas, which are located between the project site and the Bay.

Telegraph Hill (site of Coit Tower) rises abruptly approximately one-half block south and west of the western portion of the project site. Public rights-of-way on Telegraph Hill afford panoramic scenic public views of the Bay, Bay Bridge, and East Bay hills beyond, over the rooftops of waterfront development. Due to the elevation of Pioneer Park and the proximity of the project site to the base of Telegraph Hill, the existing parking structure at the project site is not visible from public viewing areas at Pioneer Park (the existing office building at the project site, however, can be partially seen). Although the proposed project would be partially visible from Pioneer Park, it would not block any scenic views from that park due to the higher elevation of the Park.

From the elevated portions of Chestnut Street on either side of Kearny Street (see Figure 11) the proposed project would be visible, but scenic views would not be blocked. The existing buildings on the project site are visible from Coit Tower, but the proposed project would not block any scenic views from Coit Tower.

Views from Private Residences and Open Spaces

The proposed project would not substantially degrade or obstruct any scenic view or vista now observed from public areas. The proposed project would not obstruct any public scenic views of the Bay that are not already obstructed by intervening buildings. Views of Telegraph Hill, Coit Tower, the Bay, Bay Bridge and East Bay hills from public areas would generally remain unobstructed .

The east façade containing three apartments of the four-story 155 Francisco Street building is located directly across Kearny Street from the proposed project site, and the east façade of the seven-story residential building at 1855 Kearny Street is situated to the southwest of the project site. Views to the east and northeast from the eastern faces of these buildings are already partially blocked by the existing parking garage and office building on the project site. The additional three stories of the proposed project, would block views directly to the east and some amount of natural light for the three apartments in 155 Francisco Street and would partially block views and some amount of natural light to the northeast for seven to ten units in 1855 Kearny Street. This effect would be more pronounced for the upper four floors of the 1855 Kearny Street building and the fourth-floor unit in the 155 Francisco Street building than for the lower three floors, due to the existing three-story parking garage on the project site.

Northwest of the intersection of Kearny and Francisco Streets is a four-story residential building (150 Francisco Street). Views toward the Bay from this building would not be affected by the proposed project, due to the intervening five-story building at the northeast corner of Kearny and Francisco Streets and the existing seven-story office building on the project site. Views to the southeast from approximately four to eight units at 150 Francisco Street could be partially blocked.

Portions of the proposed project would be visible from the upper floors of the nine-story Parc Telegraph residential building on the south side of Chestnut Street (111 Chestnut Street). Some views of the Bay to the north and northwest, from the north-facing upper floors of this residential building, would be partially blocked by the three upper floors of the proposed project.

From the private open space (publicly accessible) across Francisco Street to the north from the project site, portions of Telegraph Hill and Coit Tower are visible. From this private open space, the

project would be visible and would block a portion of the existing view of Telegraph Hill and Coit Tower.

The reduced private views for some nearby residents (150 and 155 Francisco, 1855 Kearny, and 111 Chestnut Streets) and users of the private open space on the north side of Francisco Street would be an unavoidable consequence of the project and would be an undesirable change for those individuals whose views would be blocked by the proposed building. Given the dense urban setting of the proposed project and the limited extent of the reduction in private and publicly accessible open space views, the proposed project's impact on views does not rise to the level of a potentially significant environmental impact.

Light and Glare

The project site is occupied by an office building and a parking garage. Illumination from these existing uses is similar to that of other office buildings and parking garages in the area. The proposed project would result in the addition of three levels of residential uses to the parking garage on the western portion of the site. The project would comply with Planning Commission Resolution 9212, which prohibits the use of mirrored or reflective glass, and would include outdoor lighting typical of multi-unit residential buildings in the project vicinity. For these reasons, the proposed project would not generate obtrusive light or glare that would substantially impact other properties.

Conclusion

The proposed project would not have a substantial, demonstrable negative aesthetic effect; would not substantially degrade or obstruct any scenic vista observed from public areas; and would not generate obtrusive light and glare. Therefore the project would have a less-than-significant impact on visual resources.

3. **Population** – Could the project:	Yes	No	Discussed
a. Induce substantial growth or concentration of population?	☐	■	■
b. Displace a large number of people (involving either housing or employment)?	☐	■	■
c. Create a substantial demand for additional housing in San Francisco, or substantially reduce the housing supply?	☐	■	■

San Francisco is the central city (and most urbanized place) in an attractive region and consistently ranks as one of the most expensive housing markets in the United States. The San Francisco Bay Area is known for its agreeable climate, open space, recreational opportunities, cultural amenities, a strong and diverse economy, and prominent educational institutions. As a regional employment center, San Francisco attracts people who want to live close to where they work. These factors continue to support a strong demand for housing in San Francisco. Providing new housing to meet this strong demand is particularly difficult because the amount of land available is limited, and land and development costs are relatively high.

Based on the 2000 Census for the proposed project Census Tract's (CT 101) population per household of 1.63 persons per unit, the proposed development, which includes two-bedroom units, would accommodate approximately 83 new residents, about 3 percent of the total population of 2,877 in the Census Tract.[4] Currently, there are no residential units on the project site. While potentially noticeable to immediately adjacent neighbors, the increase in numbers of residents on the project site would not substantially increase the area-wide population, and the resulting density would not exceed levels that are common and accepted in high-density urban areas such as San Francisco. Construction of the project would not be expected to generate substantial growth or concentration of population in the project area, which is already a populated urban area with multi-family residential, office, commercial, retail, restaurant, and parking uses. Therefore, the project's population increase would not be a significant effect.

The existing office building and parking garage, and their employees, on the project site would remain, and no residents, employees, or housing would be displaced.

There would be an estimated three new parking, janitorial, maintenance and building management employees for the residential building. This increase in employment would be very small in the context of total employment in San Francisco. The three new employees would require approximately two residential units in San Francisco, which would not create a substantial demand for housing.

[4] Table QT-H3 Household Population and Household Type by Tenure Census 2000 Summary File. Census Tract 101, San Francisco County, California. This table is available for public review by appointment in Project File No. 2004.1183E at the Planning Department, 1660 Mission Street, Suite 500, San Francisco.

Based on the above analysis, no significant physical environmental effects on housing demand or population would occur due to the project.

4. **Transportation/Circulation** – Could the project:	Yes	No	Discussed
a. Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system?	☐	■	■
b. Interfere with existing transportation systems, causing substantial alterations to circulation patterns or major traffic hazards?	☐	■	■
c. Cause a substantial increase in transit demand which cannot be accommodated by existing or proposed transit capacity?	☐	■	■
d. Cause a substantial increase in parking demand which cannot be accommodated by existing parking facilities?	☐	■	■

A transportation study was prepared by an independent consultant to address existing transportation conditions and potential impacts associated with the proposed development.[5] The results of that study are summarized below.

Traffic

The Embarcadero is a north-south street that travels between King Street and Taylor Street. In general, it is a two-way street with two or three travel lanes in each direction, with a wide center median for the F-Market and N-Judah streetcar lines. In the immediate vicinity of the project site, The Embarcadero has two southbound lanes and two northbound lanes. Class II striped bicycle lanes are located on both sides of The Embarcadero. The sidewalks average approximately 25-feet wide on the waterfront side (Herb Caen Way) and 10- to 15-feet wide on the land side. Within the vicinity of the project site, street parking is limited, with no parking on the west side of The Embarcadero between Lombard Street and North Point Street, and a few spaces on the east side between Francisco and Bay Streets. The *San Francisco General Plan* identifies The Embarcadero as a Major Arterial in the Congestion Management Network, a Metropolitan Transportation System Street, a Transit Preferential Street (Transit Important), a Neighborhood Pedestrian Street, and a Citywide Bicycle Route (#5). In addition, The Embarcadero is designated as part of the Bay, Ridge, and Coast Trail.

[5] Wilbur Smith Associates, *55 Francisco Street Final Transportation Study,* July 15, 2005. This report is on file with the Planning Department, 1660 Mission Street, Suite 500, San Francisco, and is available for public review, by appointment, as part of the project file.

Bay Street is an east-west street that travels between The Embarcadero and Van Ness Avenue. Bay Street has two travel lanes in each direction, with an additional westbound peak commute period tow-away lane between 4:00 and 6:00 p.m. In general, one hour metered parking is provided on both sides of the street. Sidewalks are 8-feet wide on both sides of Bay Street. Bay Street is identified as a Major Arterial, a Congestion Management Network Street and a Neighborhood Commercial Street in the *San Francisco General Plan.*

Francisco Street is an east-west street that travels discontinuously between Montgomery and Lyon Streets. Within the vicinity of the proposed project, Francisco Street is two-ways with one travel lane in each direction, sidewalks are 10-feet wide and there is on-street parking on both sides of the street.

Chestnut Street is an east-west street that travels between Lyon Street and Kearny Street. It is one-way westbound between Montgomery Street and The Embarcadero with two travel lanes and metered parking on each side. Sidewalks are 15-feet wide on both sides of Chestnut Street near the proposed project. Chestnut Street is identified as a Secondary Transit Preferential Street from Van Ness Avenue westward and as a Neighborhood Commercial and Neighborhood Pedestrian Street from Fillmore Street to Richardson Avenue in the *San Francisco General Plan.*

Battery Street is a north-south street that travels one-way southbound between The Embarcadero and Market Street. Battery Street is a two-and three-lane street that serves as the direct route to the First Street/I-80 eastbound on-ramp (San Francisco-Oakland Bay Bridge). Within the vicinity of the proposed project, sidewalks are 10-feet wide and there is parallel parking on both sides of the street. The *San Francisco General Plan* identifies Battery Street as a Secondary Arterial, a Metropolitan Transportation System Street, and a Neighborhood Pedestrian Street between Broadway and Market Street.

Sansome Street is a north-south street that travels one-way northbound between The Embarcadero and Market Street. Between The Embarcadero and Washington Street, Sansome Street is one-way northbound; between Washington and Market Streets, Sansome Street operates two-ways. In the vicinity of the project site, the sidewalks are 10-feet wide and there is metered parking on both sides of the street. The *San Francisco General Plan* identifies Sansome Street as a Secondary Arterial

between The Embarcadero and Bush Street, a Secondary Transit Street between The Embarcadero and Broadway, and a Primary Transit Street (Transit Oriented) between Broadway and Bush Streets.

Montgomery Street is a north-south street that travels between Francisco Street and Market Street. It is one-way southbound between Chestnut and Lombard Streets, and between Washington and Market Streets. Montgomery Street is a discontinuous street with breaks at Lombard and Green Streets. Within the vicinity of the project, sidewalks are 10-feet wide. The *San Francisco General Plan* identifies Montgomery Street as a Major Arterial between Washington and Bush Streets, a Metropolitan Transportation System Street between The Embarcadero and Bush Street, a Citywide Bicycle Route between Columbus and Market Streets, and a Citywide Pedestrian Network Street between Columbus and California Street.

Kearny Street is a north-south street that travels between The Embarcadero and Market Street. In general, Kearny Street is one-way northbound between Market Street and Columbus Avenue and Filbert Street and The Embarcadero. Between Columbus Avenue and Filbert Street, Kearny Street is one-way southbound. Kearny Street is a discontinuous street, which breaks at locations near Francisco Street, Lombard Street, Filbert Street, and Vallejo Street. Within the vicinity of the project site, sidewalks are 8-feet wide, and parking is restricted on both sides of the street. Kearny Street south of Columbus Avenue is identified as a Major Arterial and a Transit Preferential Street in the *San Francisco General Plan.*

Regional access to the East Bay is provided by Interstate 80 (I-80). The San Francisco-Oakland Bay Bridge is part of I-80 and connects San Francisco with the East Bay and points east. I-80 is located south of the study area, generally between Harrison and Bryant Streets. Access to and from the project site from I-80 westbound is via the Fremont Street and Harrison Street off-ramps, and access to I-80 westbound is via the Fourth/Harrison on-ramp. U.S. 101 provides access to and from both the North Bay and South Bay to the project area. I-80 joins U.S. 101 to the southwest of the project site and provides access to the Peninsula and South Bay. Nearby access to U.S. 101 to and from the south is provided from I-80, including the on- and off-ramps at Fourth Street. In addition, U.S. 101 connects San Francisco and the North Bay via the Golden Gate Bridge. Access to and from the project site from U.S. 101 is via Van Ness Avenue, Bay Street and The Embarcadero or Broadway and The Embarcadero. Interstate 280 (I-280) provides regional access from the South of Market area of downtown San Francisco to southwest San Francisco and the South Bay/Peninsula. I-280 and

U.S. 101 have an interchange approximately four miles to the south of downtown San Francisco. Nearby access points from the project area to I-280 are located at King Street (at Fifth Street) and Sixth Street (at Brannan Street).

Existing traffic was evaluated for the weekday p.m. peak hour (generally between 5:00 and 6:00 p.m.) of the p.m. peak period (4:00 to 6:00 p.m.), using intersection turning movement counts collected at six study intersections on October 10, 2002 and on July 15, 2004. The six intersections analyzed included Bay/The Embarcadero, Bay/Kearny, The Embarcadero/Chestnut/Sansome, Lombard/ Battery/The Embarcadero, Montgomery/Chestnut, and Sansome/Lombard. All of the study intersections are controlled by traffic signals except Montgomery/Chestnut and Sansome/Lombard, which are all-way STOP-controlled intersections. As shown in Table 1, under existing conditions, all intersections studied operate satisfactorily at LOS D or better during the weekday p.m. peak hour, and the worst approach at both unsignalized intersections operates satisfactorily at LOS B.[6]

Table 1: Intersection Levels of Service: *Existing Conditions, Weekday PM Peak Hour*

Intersection	Delay[1]	LOS	Worst Approach
Signalized			
Bay/The Embarcadero	20.1	C	--
Bay/Kearny	12.2	B	--
The Embarcadero/Chestnut/Sansome	36.6	D	--
Lombard/Battery/The Embarcadero	22.6	C	--
Unsignalized[2]			
Montgomery/Chestnut (AWSC)	10.0	B	Westbound
Sansome/Lombard (AWSC)	11.5	B	Northbound

Source: Wilbur Smith Associates July 2005

Notes: [1]. Intersection delay presented in seconds per vehicle
[2]. Delay and LOS presented for worst approach. AWSC = All-way STOP controlled

The intersection of Francisco/Montgomery is an uncontrolled intersection to the east of the proposed project. Within the project vicinity, Francisco Street is a two-way street that travels for one block

[6] Level of Service (LOS) is a description of the performance of an intersection based on average delay per vehicle. LOS A through D are considered excellent-to-satisfactory conditions. LOS E is undesirable and LOS F is congested and unacceptable.

between Kearny and Montgomery Streets. At Montgomery Street, Francisco Street ends and the roadway curves into Montgomery Street. Between Francisco and Chestnut Streets, Montgomery Street is also two-ways. Based on field observations during the p.m. peak period, there are currently low traffic volumes at the intersection of Montgomery and Francisco Streets. There are no conflicting movements at the intersection because vehicles traveling eastbound on Francisco Street must turn right and continue southbound on Montgomery Street, and vehicles traveling northbound on Montgomery Street must turn left and continue westbound on Francisco Street. Pedestrians were also observed crossing the street, most often without conflicting with vehicles.

The intersection of Francisco/Kearny is a stop-controlled intersection to the west of the proposed project. Kearny Street is a two-way street which continues south of the intersection for one block. South of the intersection, Kearny Street functions as a driveway, serving residential units on the western side of Kearny. Based on field observations during the p.m. peak period, there are currently low traffic volumes at the intersection of Kearny and Francisco Streets. Vehicles traveling through the intersection were observed to arrive infrequently and were not impeded by vehicles making opposing movements. Pedestrians were also observed crossing the street without conflicting with vehicles.

The proposed project would generate approximately 450 person-trips per day on weekdays, spread over various modes of transportation.[7] Of these, 78 person-trips would be during the weekday p.m. peak hour. During the weekday p.m. peak hour, 30 of the person-trips would be by auto (38 percent), 24 person-trips would be by transit (31 percent), and 24 person trips would be by other modes that include walking, bicycling, motorcycling, and taxi (31 percent). The proposed project would generate 27 vehicle-trips during the weekday p.m. peak hour (18 inbound and 9 outbound).

The operational impact on signalized intersections is considered significant when project-related traffic causes the intersection level of service to deteriorate from LOS D or better to LOS E or F, or from LOS E to LOS F. The operational impacts on unsignalized intersections are considered potentially significant if project-related traffic causes the level of service at the worst approach to deteriorate from LOS D or better to LOS E or F and Caltrans signal warrants would be met, or would cause Caltrans signal warrants to be met when the worst approach is already operating at LOS E or F. The project may result in significant adverse impacts at intersections that operate at LOS E or F

[7] Wilbur Smith Associates, *55 Francisco Street Final Transportation Study, op.cit.* Appendix G.

under existing conditions depending upon the magnitude of the project's contribution to the worsening of the average delay per vehicle. In addition, the project would have a significant adverse impact if it would cause major traffic hazards or contribute considerably to cumulative traffic increases that would cause deterioration in levels of service to unacceptable levels.

Under Existing plus Project Conditions, all four signalized intersections would continue to operate at the same LOS as under Existing Conditions. The addition of project-generated vehicle trips would result in minor increases in the average delay per vehicle at all the study intersections (with the exception of Bay/The Embarcadero, which would continue to have an average delay of 20.1). In addition, the worst approach at both unsignalized intersections would continue to operate at LOS B as under Existing Conditions, as shown in Table 2, below.

Table 2: Intersection Levels of Service: *Existing and Existing plus Proposed Project, Weekday PM Peak Hour*

Intersection	Existing		Existing plus Project	
	Delay[1]	LOS	Delay[1]	LOS
Signalized				
Bay/The Embarcadero	20.1	C	20.1	C
Bay/Kearny	12.2	B	12.5	B
The Embarcadero/Chestnut/Sansome	36.6	D	36.8	D
Lombard/Battery/The Embarcadero	22.6	C	22.8	C
Unsignalized[2]				
Montgomery/Chestnut (AWSC)	10.0	B (wb)	10.1	B (wb)
Sansome/Lombard (AWSC)	11.5	B (nb)	11.5	B (wb)

Source: Wilbur Smith Associates, July 2005

Notes: [1]. Intersection delay presented in seconds per vehicle
[2]. Delay and LOS presented for worst approach. AWSC = All-way STOP controlled

Traffic conditions were assessed for future (2020) conditions, which account for cumulative traffic growth that could occur from other development in the area and throughout the City and region. For the development of future 2020 Cumulative traffic volumes, the same growth rate was used for this study as for the *Piers 27-31 Transportation Study.*[8] The growth rate was derived from the San

[8] Korve Engineering, *Piers 27 – 31 Transportation Study,* August 22, 2005. This report is on file and available for public review by appointment at the San Francisco Planning Department, 1660 Mission Street, Fifth Floor, as part of Case File No. 2002.0868.

Francisco County Transportation Authority (SFCTA) countywide travel demand forecasting model. This rate accounts for traffic growth due to the proposed project as well as cumulative background traffic. This approach results in a cumulative impact assessment for future conditions and takes into account the anticipated development expected in the vicinity of the proposed project, plus the expected growth in housing and employment for the remainder of San Francisco and the region.

As shown in Table 3, under Future (2020) Cumulative conditions, three of the four signalized intersections would operate satisfactorily at LOS D or better, and one intersection would operate unsatisfactorily (The Embarcadero/Chestnut/Sansome) at LOS E. At the Embarcadero/Chestnut/ Sansome intersection, the critical movements are northbound through, southbound left, and eastbound right.[9] Both of the unsignalized intersections would be considered to operate satisfactorily, as at both intersections the worst approach would operate at LOS B. The project would contribute 6 vehicles to traffic volumes at the intersection of The Embarcadero/ Chestnut/Sansome, which represents 1 percent of the growth in traffic volumes between Existing and 2020 Cumulative Conditions, as shown in Table 4 on the following page. For the traffic movements which determine overall LOS performance at the intersection of The Embarcadero/Chestnut/

Table 3: Intersection Levels of Service: ***Existing, Existing plus Proposed Project, and Future Cumulative LOS, Weekday PM Peak Hour***

Intersection	Existing		Existing plus Project		2020 Cumulative	
	Delay[1]	LOS	Delay[1]	LOS	Delay[1]	LOS
Signalized						
Bay/The Embarcadero	20.1	C	20.1	C	27.8	C
Bay/Kearny	12.2	B	12.5	B	16.4	B
The Embarcadero/Chestnut/Sansome	29.6	D	29.7	D	**62.4**	**E**
Lombard/Battery/The Embarcadero	22.6	C	22.8	C	47.5	D
Unsignalized[2]						
Montgomery/Chestnut (AWSC)	10.0	B (wb)	10.1	B (wb)	12.6	B (wb)
Sansome/Lombard (AWSC)	11.5	B (nb)	11.5	B (nb)	12.0	B (nb)

Source: Wilbur Smith Associates

Notes: 1. Intersection delay presented in seconds per vehicle
2. Delay and LOS presented for worst approach. AWSC = All-way STOP controlled

[9] Critical movements are those that have the highest flow rate for a selected green light phase.

Sansome, the project would generally add traffic to movements which would continue to operate satisfactorily. The project would add two vehicles to one intersection movement at this intersection which would operate poorly for 2020 Cumulative Conditions. However, this contribution would be very small and would not materially impact LOS performance at this intersection. Therefore, project traffic would not represent a considerable contribution to 2020 Cumulative Conditions, and the project would not have a significant traffic impact.

Table 4: Proposed Project's Contribution to 2020 Cumulative Conditions

Intersection	Existing Volume	Project Volume	2020 Volume	Contribution to Total 2020 Volume	Contribution to Growth in Volumes
Bay/The Embarcadero	3,166	6	3,578	0.2%	2%
Bay/Kearny	2,038	22	2,316	1.0%	8%
The Embarcadero/Chestnut/Sansome	3,686	6	4,172	0.1%	1%
Lombard/Battery/The Embarcadero	3,379	7	3,936	0.2%	1%
Montgomery/Chestnut	515	5	648	0.8%	4%
Sansome/Lombard	826	3	867	0.3%	7%

Source: Wilbur Smith Associates

Transit

The project site is served by three Muni bus lines, 10-Townsend, 82X-Presidio and Wharves Express, (with stops about 700 feet from the project site on The Embarcadero), the 15-Third Street Muni bus line (with stops on Bay Street about 1,000 feet from the project site), and the F-Market & Wharves light rail line (with stops on The Embarcadero about 1,000 feet from the project site). Regional transit is provided by Caltrain, SamTrans, AC Transit, Golden Gate Transit, and BART.

As discussed in Traffic, above, 31 percent of project residents would use public transit. The project would generate 24 transit trips in the p.m. peak hour (16 inbound and 8 outbound). Transit trips to and from the proposed project would use the nearby Muni lines and regional transit lines, and may include transfers to other Muni bus lines and light rail lines, or other regional transit providers. Since the transit lines in the vicinity of the proposed project operate at less than capacity during the weekday p.m. peak hour, the addition of the new transit trips would not affect transit conditions.

It should be noted that there are no bus stops along the frontage of the proposed project. As such, vehicles destined to and from the project would not directly affect Muni bus stop operations. In addition, since there are no bus routes that operate on Francisco Street, vehicles entering and exiting the parking garage at 55 Francisco Street would not affect Muni operations.

Transit impacts resulting from the proposed project would be less than significant.

Parking

The existing parking conditions were examined within a parking study area generally bounded by North Point Street to the north, The Embarcadero to the east, Lombard Street to the south and Stockton Street to the west. The supply and occupancy of on-street conditions were determined for the weekday midday period (between 1:30 and 3:30 p.m.) and the weekday evening period (between 6:30 and 8:30 p.m.) based on field surveys conducted Tuesday, July 13, 2004. In addition, parking conditions at the on-site 55 Francisco Street garage were examined during the weekday midday period (between 1:30 and 3:30 p.m.) when there was cruise ship activity at the nearby terminal. Weekday evening parking is not available at the on-site garage, which closes at 7:00 p.m.

In general, on-street parking in the vicinity of the proposed project is limited to two-hour and three-hour time limits, metered and un-metered parking. The western side of the parking study area is part of the Residential Permit Parking Area "A". Within the residential parking area, vehicles without Residential Permit A are subject to the two- and three-hour time limits in unmetered parking spaces. Overall, there are approximately 549 on-street parking spaces which operate at about 86 percent of capacity (about 78 spaces available) during the midday period, and 84 percent of capacity (about 87 spaces available) during the evening period.

The on-site 55 Francisco Street garage has 284 parking spaces and operated at 80 percent of capacity (227 spaces utilized and 57 spaces available) during the midday period (1:30 to 3:30 p.m.) at the time of the survey. Approximately 101 occupants were monthly lease holders, and about 126 occupants were general users. About 110 spaces of the total 284 spaces are leased. Of the 57 unoccupied parking spaces, 48 were available to the general public and 9 spaces were reserved for lease holders. The proposed project would provide 203 valet parking spaces on the first two levels of the garage and 59 independently accessible parking spaces for the residential use on the third floor (including 3 handicap-accessible parking spaces) that would be accessible through a secure key card system.

There would be 81 fewer publicly accessible parking spaces on the project site. Under the San Francisco *Planning Code*, the project would be required to provide 51 off-street parking spaces, three of which would be required to be handicapped-accessible. Thus, the project would meet the *Planning Code* requirements for the residential uses and be within the amount of parking allowed for accessory parking (an additional 50 percent over *Planning Code* requirements).

The proposed project would have a total weekday midday parking demand of about 54 spaces and a weekday evening parking demand of 67 spaces. Therefore, during the weekday midday period, the project would have no parking shortfall. During the weekday evening period, the project would have a parking shortfall of about eight spaces. Currently, the public on-street parking in the study area is at 84 percent of capacity during the weekday evening, with about 87 spaces available to accommodate additional demand. As a result, it is anticipated that the project's parking shortfall could be accommodated within the existing parking supply. As discussed on pages 34 and 35, the proposed project is in an area well served by public transit allowing for shifts to transit service.

In any event, San Francisco does not consider parking supply as part of the permanent physical environment. Parking conditions are not static, as parking supply and demand varies from day to day, from day to night, from month to month, etc. Hence, the availability of parking spaces (or lack thereof) is not a permanent physical condition, but changes over time as people change their modes and patterns of travel.

Parking deficits are considered to be social effects, rather than impacts on the physical environment as defined by CEQA. Under CEQA, a project's social impacts need not be treated as significant impacts on the environment. Environmental documents should, however, address the secondary physical impacts that could be triggered by a social impact. (CEQA Guidelines § 15131(a).) The social inconvenience of parking deficits, such as having to hunt for scarce parking spaces, is not an environmental impact, but there may be secondary physical environmental impacts, such as increased traffic congestion at intersections, air quality impacts, safety impacts, or noise impacts caused by congestion. In the experience of San Francisco transportation planners, however, the absence of a ready supply of parking spaces, combined with available alternatives to auto travel (e.g., transit service, taxis, bicycles or travel by foot) and a relatively dense pattern of urban development, induces many drivers to seek and find alternative parking facilities, shift to other modes of travel, or change their overall travel habits. Any such resulting shifts to transit service in particular, would be in

keeping with the City's "Transit First" policy. The City's Transit First Policy, established in the City's Charter Section 16.102 provides that "parking policies for areas well served by public transit shall be designed to encourage travel by public transportation and alternative transportation." Specifically, the proposed project is well served by a network of Muni lines and Bicycle Lanes, as described in Transit, above, and Pedestrians and Bicycles, below.

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

Thus, a parking shortage is not considered to be a permanent condition and is also not considered to be a physical environmental impact even though it is understood to be an inconvenience to drivers. Therefore, the creation of or an increase in parking demand resulting from a proposed project that cannot be met by existing or proposed parking facilities would not itself be considered a significant environmental effect under CEQA. In the absence of such physical environmental impacts, CEQA does not require environmental documents to propose mitigation measures solely because a project is expected to generate parking shortfalls. Although parking shortfalls are not considered to be significant environmental effects in San Francisco, measures to improve parking conditions in the vicinity of the site and means to reduce the effect of the proposed project's parking shortfall are presented in Improvement Measures, below.

In terms of parking operations, the parking garage on the site would have one entrance and one exit, both located mid-block on Francisco Street. It should be noted that, at completion, the garage would have 262 total parking spaces. The ground floor and second floor of the parking garage would have 203 parking spaces (181 valet, 20 self-park, and 2 independent handicap-accessible spaces). Three handicap-accessible spaces, dedicated to residential use, would be located on the third floor, along with the remaining 56 residential spaces (for a total of 59 residential spaces). Based on the current

garage plans, it is anticipated that the third floor parking level would be accessed via a card key system on the ramps between the second and third floor. It is not anticipated that queues would form on Francisco Street from vehicles entering the public garage, as valet attendants would be managing access and egress for the majority of vehicles using the garage. Managed by attendants, vehicles would be moved into the garage as quickly as possible and temporarily parked so that clients could turn over vehicle keys to the attendant for valet parking.

The development of the proposed project would eliminate about 81 independently accessible public parking spaces that are available to the public when the garage is open on weekdays. Although the parking garage does not currently operate at capacity (about 80 percent occupied during field observations), some on-site parkers could be displaced. Based on field observations, during the midday period, the parking in the study area is approximately 86 percent occupied (approximately 78 on-street parking spaces available), which would result in a shortfall of three spaces caused by the proposed project. It is possible that additional parking may be accommodated in the 523-space parking garage at 60 Francisco, across the street from the project. The garage is operating under capacity, is normally closed on weekends, and could easily accommodate project-generated parking demand.

Pedestrians and Bicycles

Within the project vicinity, sidewalks are ten feet wide along Kearny, Francisco, and Montgomery Streets. Low pedestrian volumes were observed during the weekday p.m. peak period in the vicinity of the project site (around 100 pedestrians per hour). The nearby sidewalk and crosswalk conditions were observed to be operating at free-flow conditions with pedestrians moving at normal walking speeds and with freedom to bypass other pedestrians and unimpeded by vehicles making opposing movements. Pedestrian trips generated by the proposed project would include walk trips to and from the project site, plus walk trips to and from vehicles parked off-site and transit operators. Overall, project would add about 48 pedestrian trips (including about 24 walk/other trips and 24 transit trips) to the adjacent sidewalks during the weekday p.m. peak hour. These new pedestrian trips could be accommodated on the existing sidewalks and crosswalks adjacent to the project and would not substantially affect current pedestrian conditions.

During field surveys, bicycles were observed mostly on The Embarcadero in the vicinity of the project site. In general, during both the weekday midday and evening periods, bicycle conditions

were observed to be operating acceptably, with only minor conflicts between bicyclist, pedestrians and vehicles. In the vicinity of the proposed project, portions of two streets are designated as Citywide Bicycle Routes:

- North Point Street between The Embarcadero and Van Ness Street (Class III, Route #2)
- The Embarcadero between North Point and Townsend Streets (Class II, Route #5)

Class II bicycle facilities are separate bicycle lanes adjacent to the curb lane, while Class III bicycle facilities are signed routes only, where bicyclist share travel lanes with vehicles.

Under the *Planning Code* (Section 155.2) the proposed project would be required to provide three bicycle parking spaces (one space per 20 vehicle parking spaces). As a residential building, the project would be exempt from providing shower and locker facilities. Since the project would provide about 13 bicycle parking spaces (to be located in the ground floor of the garage), it would meet the *Planning Code* requirements.

The project is within convenient bicycling distance from downtown San Francisco and other neighborhoods, plus the major transit terminals. As such, a portion of the "other" trips generated by the project would be bicycle trips. As noted above, there are two bicycle routes in the vicinity of the project site. With the current bicycle and traffic volumes on the adjacent streets, bicycle travel generally occurs without major impedances or safety problems. Although the project would result in an increase in the number of vehicles on the surrounding streets, this increase would not be substantial enough to affect bicycle travel in the area.

Loading

The proposed project would not provide any off-street loading spaces, and no off-street loading spaces would be required under the *Planning Code* (Section 152), for the proposed project's single-family and duplex residential units.

The project would generate a loading demand for less than one loading space during both the average loading hour (between 8:00 a.m. to 5:00 p.m.) and the peak loading hour (between 10:00 a.m. to 1:00 p.m.). As such, the loading demand of the project would not require the provision of an off-street loading space. The loading demand would be accommodated in the on-street

loading zone, which would be established as part of the project (with approval by the Department of Parking and Traffic), on Francisco Street between the garage entrance and exit.

Construction

Construction of the proposed project would involve selective demolition, structural upgrade of the parking structure, and construction of the residential units. Construction is anticipated to require approximately 15 months. During the various phases of the construction period, the estimated number of daily truck trips would not exceed ten. The impact of construction truck traffic on local streets would be a temporary lessening of traffic-carrying capacities due to the slower movement and larger turning radii of trucks, which may affect traffic and transit operations. It is anticipated that a majority of the construction-related truck traffic would use The Embarcadero to Bay Street (from San Francisco, the East Bay and from the South Bay/Peninsula). The addition of construction worker vehicle and transit trips would not substantially affect existing transportation conditions; any impacts to traffic or transit conditions would be similar to or less than those described for the proposed project. Construction period impacts resulting from the proposed project are considered short-term and would be less than significant. However, limiting construction-related truck traffic during peak periods would lessen construction period impacts (see Improvement Measure 2, page 67).

Construction staging would occur primarily within the project site, with use of the sidewalk as permitted if needed (pedestrian traffic would be covered by a walkway). Temporary closures of any traffic lane, parking lane or sidewalk would require review and approval by the Department of Public Works and the City's Interdepartmental Staff Committee on Traffic and Transportation. If it is determined that sidewalks or travel lane closures would be needed they would be coordinated with the City in order to minimize the impacts on local traffic. If it is determined that temporary Muni stop relocation would be needed, they would be coordinated with the Muni Street Operations/Special Events office.

There would be a peak construction worker parking demand for up to 50 parking spaces. Construction workers would cause a temporary increase in demand for parking, but could be accommodated in the on-site garage or at the parking garage across the street from the project site, which has been observed to have unused capacity during the midday.

Construction impacts of the proposed project would be temporary and short-term, and would not cause significant impacts on the transportation system.

Cumulative Impacts

Based on the above discussion and summary of the project Transportation Study, the project would not cause significant cumulative transportation impacts.

Conclusion

Based on the above discussion and summary of the project Transportation Study, the project would not cause significant transportation impacts.

5. Noise – Could the project:	Yes	No	Discussed
a. Increase substantially the ambient noise levels for adjoining areas?	☐	■	■
b. Violate Title 24 Noise Insulation Standards, if applicable?	☐	■	■
c. Be substantially impacted by existing noise levels?	☐	■	■

Ambient noise levels in the vicinity of the project site are typical of noise levels in urban San Francisco. Outdoor noise in the vicinity of the project area includes numerous potential sources of noise. The most significant existing source of noise throughout most of San Francisco is vehicular traffic, including trucks, cars, buses, and emergency vehicles. The nearest noise sensitive receptors to the project site would be residents, including those in the residential buildings on the east side of Kearny Street (1855 Kearny Street, 150 Francisco Street, and 155 Francisco Street) and the south side of Chestnut Street (1621 Montgomery Street and 111 Chestnut Street).

Effects on Ambient Noise Levels

Construction Noise

Project construction would temporarily increase noise levels in areas surrounding the project site. Construction noise levels would fluctuate depending on construction phase, equipment type and duration of use, distance between noise source and listener, and presence or absence of barriers between noise source and listener. Construction activities associated with the project construction potentially could include hauling of material, demolition, and finishing. The adaptive reuse of the existing building would not involve pile driving. Construction activities would be temporary and

intermittent and would occur at different times through the phases of project construction. Construction would extend for about 15 months. Throughout the construction period there would be truck traffic to and from the site, hauling away demolition debris or delivering building materials. It is anticipated that the construction hours would be normal working hours during the week, with possible limited work during nights or weekends.

Noise impacts from construction activities could be reduced in three ways: reduce the sound level at the source; provide the receiver with shielding; or alter the path of sound transmission. The project sponsor would implement measures to reduce the sound at the source through the use of sound mufflers on the noise-generating equipment. It is not anticipated that noise-attenuation shielding would be used. The greatest noise-generating equipment would be placed as far as possible from the sensitive residential receptors.

Construction noise is regulated by the San Francisco Noise Ordinance (Article 29 of the Police Code). The ordinance requires that noise levels from individual pieces of construction equipment, other than impact tools, not exceed 80 dBA[10] at a distance of 100 feet from the source. Impact tools, such as jackhammers and impact wrenches, must have both intake and exhaust muffled to the satisfaction of the Director of Public Works. Section 2908 of the Noise Ordinance prohibits construction work between 8:00 p.m. and 7:00 a.m., if noise would exceed the ambient noise level by 5 dBA at the project property line, unless a special permit is authorized by the Director of Public Works. The Department of Building Inspection (DBI) is responsible for enforcing the Noise Ordinance for private construction projects during normal business hours (weekdays 8:00 a.m. to 5:00 p.m.). The Police Department is responsible for enforcing the Noise Ordinance during all other hours.

Project construction would increase noise in the project area but would not be considered a significant impact because the construction noise would be temporary, intermittent, and restricted in occurrence and level, and project demolition and construction operations would comply with the Noise Ordinance requirements. Compliance with the Noise Ordinance is required by law and would reduce any impacts to a less-than-significant level.

[10] dBA is a measure of sound in units of decibels (dB). The "A" denotes the A-weighted scale, which simulates the response of the human ear to various frequencies of sound.

Traffic Noise

Traffic is the existing noise source that makes the greatest contribution to ambient noise levels throughout most of San Francisco. Traffic volumes in an area would have to approximately double before the attendant increase in ambient noise levels would be noticeable to most people. The new daily vehicle trips added by the project to adjacent streets, including Francisco Street near the proposed project's vehicular access, would be substantially less than a doubling of existing traffic. Therefore, the project would not have a noticeable effect on ambient noise levels in the project vicinity.

Building Occupancy and Equipment Noise

The proposed project would include mechanical equipment, such as supply and exhaust fans, which could produce operational noise. These operations would be subject to the San Francisco Noise Ordinance, Article 29, Section 2909, which limits noise from building operations. Substantial increases in the ambient noise level due to building equipment noise would not be anticipated. The reconfigured parking garage would generate noise about the same as that generated by the existing parking garage on the project site, and would not result in significant noise impacts. The new residential uses would generate noise similar to that generated by nearby multi-family residential buildings. Given the existing background noise levels in the project vicinity, operational noise would not be expected to be noticeable.

Interior Noise Levels

Residential uses would be included in the proposed development. Title 24 of the California Code of Regulations establishes uniform noise insulation standards for residential projects. The Department of Building Inspection (DBI) would review the final building plans to insure that the building wall and floor/ceiling assemblies meet state standards regarding sound transmission. Because the proposed development would comply with Title 24 noise insulation requirements, the existing noise environment would not significantly affect occupant use.

In summary, project-related noise, including traffic, construction, operational, and interior noise, would not result in significant environmental impacts

6. **Air Quality/Climate** – Could the project:	Yes	No	Discussed
a. Violate any ambient air quality standard or contribute substantially to an existing or projected air quality violation?	☐	■	■
b. Expose sensitive receptors to substantial pollutant concentrations?	☐	■	■
c. Permeate its vicinity with objectionable odors?	☐	■	■
d. Alter wind, moisture or temperature (including sun shading effects) so as to substantially affect public areas, or change the climate either in the community or region?	☐	■	■

Air quality impacts from a project, such as the proposed residential and restaurant building, result from project construction and operation. Construction emissions, primarily criteria air pollutants emitted by construction vehicles, would have a short-term effect on air quality. Operational emissions, generated by project-related traffic and by combustion of natural gas for building space and water heating, would continue to affect air quality throughout the lifetime of the project.

Effects on Ambient Air Quality

Construction Emissions

The limited demolition activity would temporarily affect localized air quality for up to about three months, causing temporary and intermittent increases in particulate dust and other pollutants. Travel and onsite movement of construction vehicles and equipment could create fugitive dust and emit nitrogen oxides (NO_x), carbon monoxide (CO), sulphur dioxide (SO_2), reactive organic gases or hydrocarbons (ROG or HC), and particulate matter with a diameter of less than 10 microns (PM_{10}) as a result of diesel fuel combustion. Fugitive dust is made up of particulate matter including PM_{10} and $PM_{2.5}$.

While construction emissions would occur in short-term, temporary phases, they could cause adverse effects on local air quality. The City follows the approach adopted by the Bay Area Air Quality Management District (BAAQMD), in its *CEQA Guidelines*, where quantification of construction emissions is not required because the determination of significance is based on the control measures to be implemented. With respect to construction emissions of PM_{10} from fugitive dust sources, the BAAQMD has adopted a set of control measures which, if implemented, would mitigate air pollutant emissions from construction activities to a less-than-significant level The BAAQMD has also identified a set of feasible PM_{10} and $PM_{2.5}$ control measures for construction activities arising from

construction equipment exhaust. Diesel fuel combustion would create the potential to add particulate matter to the local atmosphere during construction operations.

In order to reduce the quantity of dust generated during site preparation and construction, the project sponsor has agreed to implement Mitigation Measure 1 listing the BAAQMD PM_{10} control measures. (See Mitigation Measure 1, page 66.) In order to reduce emissions from construction equipment exhaust, the project sponsor has agreed to implement Mitigation Measure 1 listing reduction measures suggested by the BAAQMD. The project would include these measures to reduce the effects of construction activities to a less-than-significant level. With implementation of Mitigation Measure 1, the project would not have significant construction-related air quality impacts.

Traffic Emissions

The City follows the BAAQMD-established screening methods to determine whether development projects could exceed significance thresholds for air quality impacts of project operations and therefore require a detailed air quality analysis.[11] The District generally does not recommend a detailed air quality analysis for projects generating fewer than 2,000 vehicle trips per day. The 55 Francisco Street project would generate about 154 new vehicle trips per day, which is a small increase over existing conditions and would not adversely affect the health of nearby sensitive receptors (elderly, children, and people in poor health). Therefore, no detailed air quality analysis is needed, and no significant air quality impacts due to vehicular emissions would be generated by the proposed project.

Odors

Construction activities would not involve burning of any materials and would not create objectionable odors. The proposed project would be a residential development with parking, and would not be the type of use that would permeate the vicinity with objectionable odors. The impact of odors would be less than significant.

Wind

Prevailing winds in San Francisco are from the west, off the Pacific Ocean. Wind speeds, in general, are greatest in the spring and summer, and least in fall. Daily variation in wind speed is evident, with the strongest wind in the late afternoon and lightest winds in the morning.

[11] See *BAAQMD CEQA Guidelines,* April 1996, Revised December 1999, p. 25.

Ground-level wind accelerations near buildings are controlled by exposure, massing, and orientation. Exposure is a measure of the extent that the building extends above surrounding structures into the wind stream. A building that is surrounded by taller structures is not likely to cause adverse wind accelerations at ground level, while even a small building can cause wind problems if it is freestanding and exposed.

Massing is important in determining wind impact because it controls how much wind is intercepted by the structure and whether building-generated wind accelerations occur above-ground or at ground level. In general, slab-shaped buildings have the greatest potential for wind problems. Buildings that have an unusual shape or utilize setbacks have a lesser effect. A general rule is that the more complex the building is geometrically, the lesser the probable wind impact at ground level.

Orientation determines how much wind is intercepted by the structure, a factor that directly determines wind acceleration. In general, buildings that are oriented with their wide axis across the prevailing wind direction will have a greater impact on ground-level winds than a building oriented with its long axis along the prevailing wind direction.

The project site is currently occupied by a three-story parking structure that provides four levels of parking. Two- to three-story buildings abut the site to the south, and residential structures of four to seven stories are located west of the site across Kearny Street. A five-story parking garage is located north of the site on the opposite side of Francisco Street. The terrain surrounding the site slopes gently upward to the west and steeply upward to the south. Thus, the site is partially sheltered from prevailing winds by existing structures. The effect of upwind buildings is somewhat amplified by the terrain, which slopes up from the site to the west.

The project would add three residential stories to the existing parking structure on the project site. The building would have its long axis parallel to Francisco Street, providing a west-to-east alignment. The project would have little potential to cause substantial wind accelerations either at ground level or within the existing nearby open space. The site is partially sheltered by existing structures, and with a height of 65 feet it would not extend substantially above the height of nearby structures and is below the 90-foot-high existing office building to the east. The east-west alignment of the long axis of the building would limit the amount of wind intercepted by the building. Most

importantly, the building would not be "solid" due to the presence of the existing garage. Since the proposed new residential levels would be located atop a partially-open, ventilated parking structure, any wind accelerations generated by pressure differences from one side of the structure to another would result in wind flowing through the garage rather than flowing around the building.[12]

In summary, based on considerations of exposure, massing, and orientation, the independent consultant retained to study potential pedestrian-level wind impacts of the project does not expect the project to have the potential to cause significant changes to the wind environment in pedestrian areas adjacent to or near the site.

Shadow

The following San Francisco *General Plan* policies address the provision of adequate sunlight as it relates to the impacts of the proposed new development:

- Policy 10.27 of the Northwestern Waterfront Plan: Locate buildings to minimize shadows and wind on public spaces.
- Policy 4 of Urban Design Element: Buildings to the south, west, and east of parks and plazas should be limited in height or effectively oriented so as not to prevent the penetration of sunlight to such parks and plazas.

In addition, Section 295 of the *Planning Code* was adopted in response to Proposition K (passed November 1984) in order to protect certain public open spaces from shadowing by new structures during the period between one hour after sunrise and one hour before sunset, year round. *Planning Code* Section 295 restricts net new shadow on public open spaces under the jurisdiction of, or to be acquired by, the Recreation and Park Commission by any structure exceeding 40 feet unless the Planning Commission, in consultation with the Recreation and Park Commission, finds the impact to be less than significant.

A project would have a significant shadow impact if it would unreasonably block sunlight to public spaces pursuant to *General Plan* policies concerning shadows or *Planning Code* Section 295. To determine whether this project would conform to Section 295, a preliminary shadow fan was

[12] Donald Ballanti, Certified Consulting Meteorologist, Letter to Stu During of During Associates: Wind Impact Evaluation for the Proposed 55 Francisco Street Project, San Francisco, September 1, 2004. A copy of this letter is available for review, by appointment, at the Planning Department, 1660 Mission, Suite 500, in the files for Case No.1183E.

prepared by Planning Department staff[13]. The preliminary shadow fan indicated that project shadows could not reach any site under Recreation and Park Commission jurisdiction. The project would at times shade portions of nearby streets and buildings. Morning shadows would shade the sidewalks on Kearny Street, portions of the unimproved section of Francisco Street west of Kearny, portions of the private space to the north of Francisco Street, and some of the facades of buildings across Kearny Street. Afternoon shadows would shade some of the Francisco Street sidewalks.

In addition, the project sponsor provided a shadow study prepared by an independent consultant detailing the extent of the project shadows on the unimproved section of Francisco Street promenade for the two solstices (June 21st and Dec 21st, Figures 12 and 13, pages 49 and 50) and the two equinoxes (March 21st and Sept. 21st, Figure 14, page 51).[14] The promenade is the closest public open space and seating area to the project. The study indicated that during the early and mid-morning hours up to 10:15 a.m. existing shadows cover portions of Francisco Street and the promenade. On December 21, the project would cast a triangular shadow at the very northeast corner of the promenade from about 8:20 a.m. until about 10:15 a.m. On March 21 and September 21, project shadow occurs on the north side of the promenade and moves to the east end from about 7:15 a.m. to about 10:15 a.m. On June 21, the project would cast a narrow shadow that would reach the southeast corner of the promenade from about 7:30 a.m. to about 9:45 a.m. In sum, the project would contribute minor amounts of shadow to the promenade during the morning hours as most of the shadows in the area are cast by the existing buildings and the topography of Telegraph Hill.

Although the new building would shade adjacent properties, it would not increase the total amount of shading in the neighborhood above levels which are common and generally accepted in urban areas. Shading of the adjacent private buildings would not meet the City's significance criteria for shadow impacts. However, shadow studies were prepared by the project sponsor to assess the impacts on the Wharf Plaza I and II buildings as they represent the nearest residential uses to the project. The studies show that new shadows cast by the project would only partially affect Wharf I and II and

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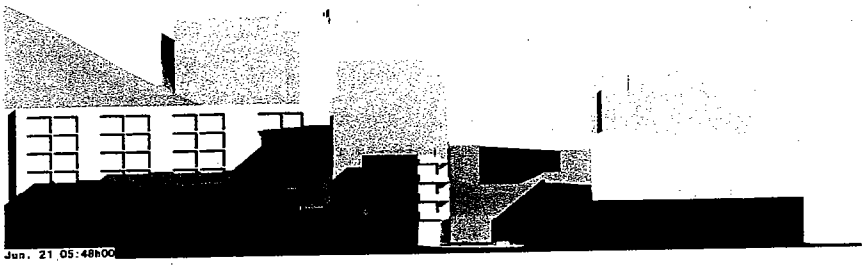
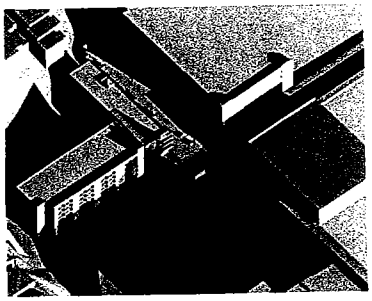
[13] San Francisco Planning Department, letter dated December 7, 2004. This letter is on file with the Planning Department, 1660 Mission Street, Suite 500, San Francisco, and is available for public review, by appointment, as part of the project file No. 2004.01183K

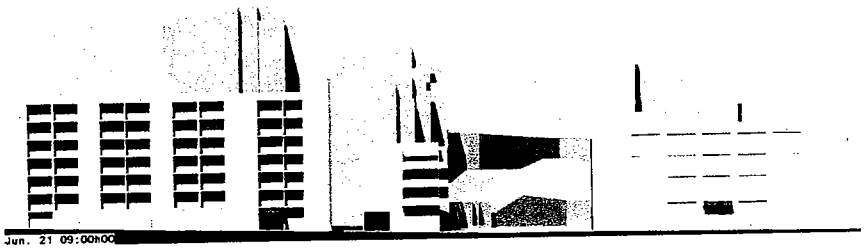
[14] LeBerge Daylight, *55 Francisco Street Residential Project Axonometric View Shadow Study,* October 22, 2004, and *Wharf Plaza I & II Kearny elevation Shadow Study,* February 10, 2005. This study is on file with the Planning Department, 1660 Mission Street, Suite 500, San Francisco, and is available for public review, by appointment, as part of the project file No. 2004.01183K.



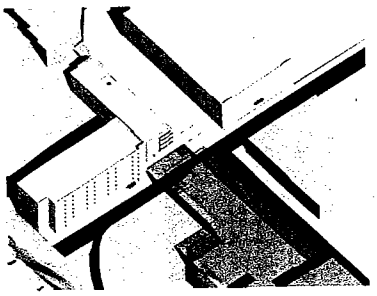
Kearny Street Elevations Looking West — 5:48 AM



Francisco Corridor — 5:48 AM



Kearny Street Elevations Looking West — 9:00 AM



Francisco Corridor — 9:00 AM

Open space/landscaping

New project shadow

Note: Existing shadow shown in gray

Project site

Open space/landscaping

New project shadow

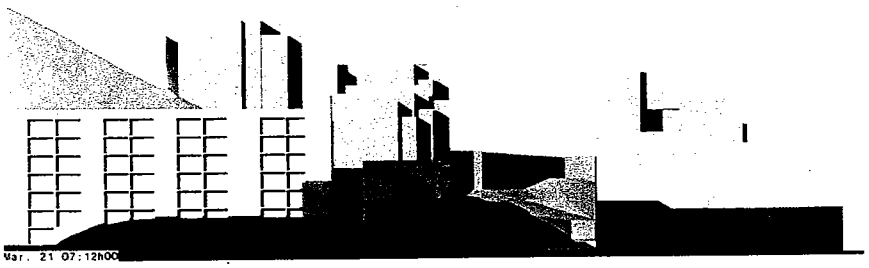
Notes: Existing shadow shown in gray

New project shadows highlighted only on Francisco Plaza

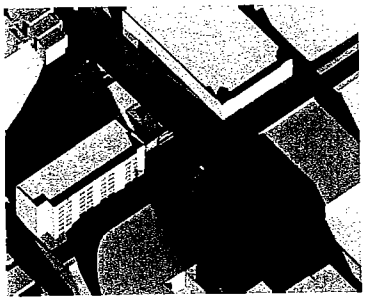
Source: LaBerge Daylight

9-1-05

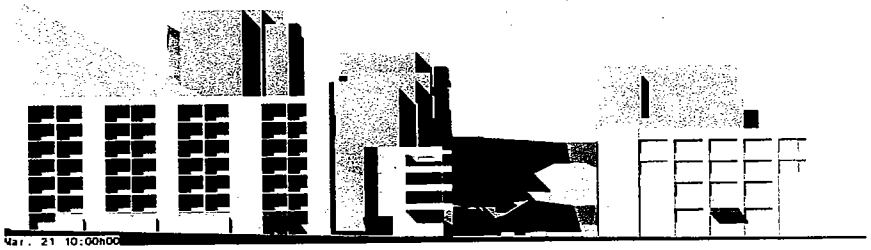
Proposed Project Shadows —June 21 Figure 12



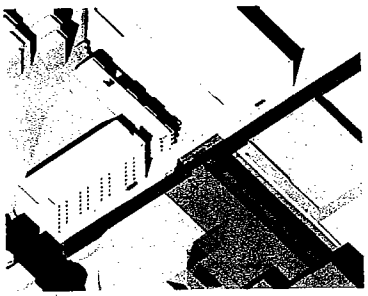
Kearny Street Elevations Looking West— 7:12 AM



Francisco Corridor — 7:12 AM



Kearny Street Elevations Looking West — 10:00 AM



Francisco Corridor — 10:00 AM

Open space/landscaping

New project shadow

Note: Existing shadow shown in gray

Project site

Open space/landscaping

New project shadow

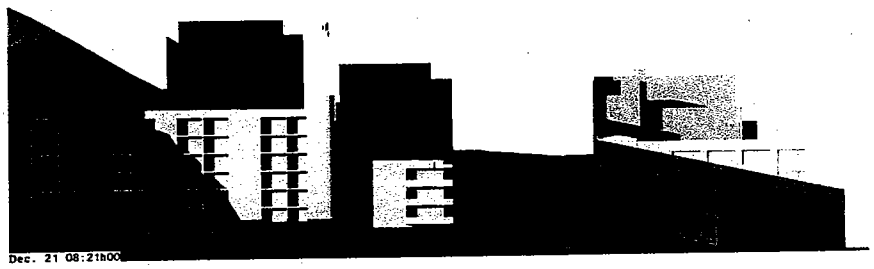
Notes: Existing shadow shown in gray

New project shadows highlighted only on Francisco Plaza

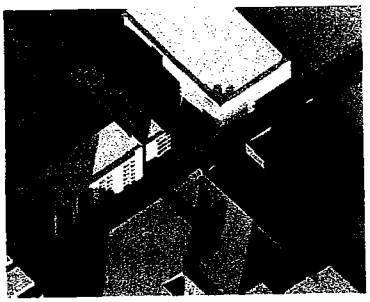
Source: LaBerge Daylight

9.1.05

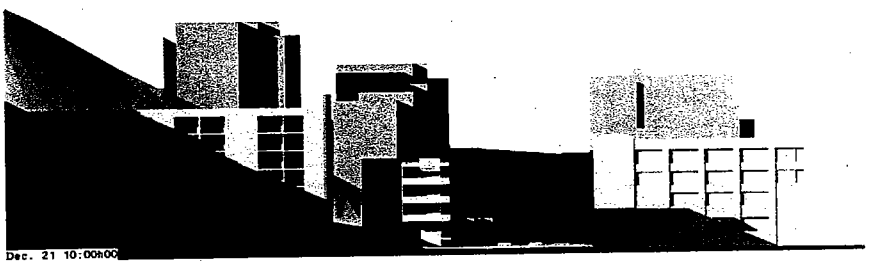
Proposed Project Shadows — September 21/March 21 Figure 13



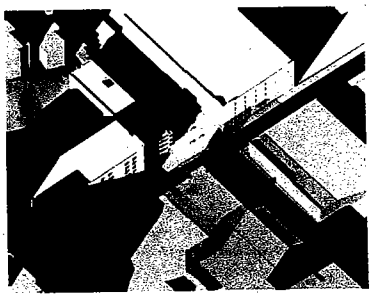
Kearny Street Elevations Looking West — 8:21 AM



Francisco Plaza — 8:21 AM



Kearny Street Elevations Looking West — 10:00 AM



Francisco Plaza — 10:00 AM

Open space/landscaping

New project shadow

Note: Existing shadow shown in gray

Project site

Open space/landscaping

New project shadow

Notes: Existing shadow shown in gray

New project shadows highlighted only on Francisco Plaza

Source: LaBerge Daylight

9.1.05

Proposed Project Shadows — December 21 Figure 14

would only occur in the morning hours. On June 21, when shadows are shortest, new shadow from the project would recede over the course of the morning and no longer reach any of the Wharf Plaza buildings by 9:00 a.m. On September 21 and March 21 new shadow only affects the windows of the Wharf Plaza II between 7:12 a.m. and 9:30 a.m. On December 21, new shadow only affects Wharf Plaza I starting at 8:21 a.m., decreasing until 10:30 a.m., when new shadow has left the Wharf Plaza buildings. Therefore, shadows from the proposed project are not considered to cause a significant adverse impact on the environment.

Given the dense urban setting of the proposed project, the conformity to the City's *General Plan* policies regarding shadows and *Planning Code* Section 295, and the limited extent of the shadowing on private open space, office, and residential buildings, the shading which will result from the proposed project does not rise to the level of a potentially significant environmental impact.

7. **Utilities/Public Services** – Could the project:	Yes	No	Discussed
a. Breach published national, state or local standards relating to solid waste or litter control?	☐	■	☐
b. Extend a sewer trunk line with capacity to serve new development?	☐	■	☐
c. Substantially increase demand for schools, recreation or other public facilities?	☐	■	☐
d. Require major expansion of power, water, or communications facilities?	☐	■	■

The proposed project would increase demand for and use of public services, but not in excess of amounts expected and provided for in this area.

Solid Waste

San Francisco's solid waste is disposed of at the Altamont Landfill. A substantial expansion of the landfill was approved in 1997 that will be able to accommodate San Francisco's solid waste stream well into the future. The solid waste associated with the project construction and operation would not substantially affect the projected life of the Altamont Landfill, and the effect of the proposed project on solid waste generation would be less than significant.

Sewer and Wastewater Treatment Plant Capacity

The project site is served by San Francisco's combined sewer system, which handles both sewage and stormwater runoff. No major new sewer construction would be needed to serve the proposed project. The majority of wastewater treatment for the east side of the City is provided primarily by the Southeast Water Pollution Control Plant. The project would meet wastewater pre-treatment requirements of the San Francisco Public Utilities Commission, as required by the San Francisco Industrial Waste Ordinance.[15] The project would have little effect on the total wastewater volume discharged through the combined sewer system, particularly since stormwater runoff contributes greatly to the total flow and the site is already covered with impervious surfaces in the form of the two existing buildings on the site (resulting in maximum stormwater flows). The project would not result in a substantial increase in demand for wastewater treatment, and thus it would not result in an associated significant impact. The effect of the proposed project on wastewater treatment facilities would be less than significant.

Public Services

Police and Fire Protection

The project site presently receives police and fire protection services, and the project's additional residents and employees could slightly increase demand for fire and police services in the area. The nearest police station is the Central Station located at 766 Vallejo Street, about 0.75 mile from the project site. Although the project could increase the number of calls received from the area or the level of regulatory oversight that must be provided as a result of the increased concentration of activity on site, the increase in responsibilities would not likely be substantial in light of the existing demand for police protection services in the North Waterfront area. The nearest fire stations are Station 2, located at 1340 Powell Street, at Broadway; Station 13 at 530 Sansome Street near Washington Street; and Station 28 at 1814 Stockton Street near Greenwich Street (about 0.25 mile from the project site). Although the project could increase the number of calls received from the area or the level of regulatory oversight that must be provided as a result of the increased concentration of activity on site, the increase in responsibilities would not likely be substantial in light of the existing demand for fire protection services in the North Waterfront area. Furthermore, the increase in demand would not require the construction of any new police or fire prevention facilities, and thus

[15] City and County of San Francisco, Ordinance No. 19-92, San Francisco Municipal Code (Public Works), Part II, Chapter X, Article 4.1 (amended), January 13, 1992.

would not result in an associated significant impact. For these reasons, the effect of the proposed project on police and fire protection services would be less than significant.

Schools and Recreation Facilities

The nearest elementary school is the Garfield Elementary School at 420 Filbert Street, the nearest middle school is the Francisco Middle School at 2190 Powell Street, and the nearest high school is the Galileo Academy of Science and Technology at 1150 Francisco Street. The San Francisco Unified School District (SFUSD) is currently not a growth district, facilities throughout the City and County are generally underutilized, and the District currently has more classrooms district-wide than it needs.[16] However, the increase in number of charter schools, and the trend toward smaller schools, is anticipated to increase the demand for classroom space.[17] The 24 one-bedroom and 27 two-bedroom units of the proposed residential project are not anticipated to generate a substantial number of school-age children. The proposed project would be assessed an impact fee payable to SFUSD of $1.72 per gross square foot of residential space. These funds could be used to rehabilitate underutilized schools to accommodate the additional students generated by the project. Therefore, the proposed project's impact on school facilities would be less than significant.

The population generated by the proposed 51 residential units would not substantially increase demand at recreational facilities in the area, and the effect of the proposed project on recreation facilities would be less than significant.

Power and Communications Facilities

The proposed project building would require typical utility connections and could tap into existing power and communications grids. Any relocation would be completed without interruption of service to adjacent properties.

San Francisco consumers have recently experienced rising energy costs and uncertainties regarding the supply of electricity. The root causes of these conditions are under investigation and are the subject of much debate. Part of the problem is thought to be that the State does not generate sufficient energy to meet its demand and must import energy from outside sources. Another part of

[16] San Francisco Unified School District, *Facilities Master Plan*, 2003.

[17] Sue Moock, Assistant to Chief Business Officer, Public Information Office, SFUSD, telephone conversion, March 23, 2004.

the problem may be the lack of cost controls as a result of deregulation. The California Energy Commission (CEC) is currently considering applications for the development of new power-generating facilities in San Francisco, the Bay Area and elsewhere in the State. These facilities could supply additional energy to the power supply "grid" within the next few years. These efforts, together with conservation, will be part of the statewide effort to achieve energy sufficiency. The project would not be built and occupied until 2006; therefore; additional generating facilities may have been completed by the time the project is in operation.

The project-generated demand for electricity would be small in the context of the overall demand within San Francisco and the State, and would not in and of itself require a major expansion of power facilities. No new power or communications facilities would be necessary as a result of project implementation, and thus the proposed project would not result in an associated significant physical environmental effect. The effect of the proposed project on power and communications facilities would be less than significant.

Water Supply Facilities

The proposed project would generate an estimated demand for about 5,865 additional gallons of water per day beyond existing water use at the site.[18] The proposed project would incrementally increase the demand for water in San Francisco. The proposed project would be designed to incorporate water-conserving measures, such as low-flow toilets and shower heads, as required by the California State Building Code Section 402.0(c). The projected water consumption for the proposed project was assumed in the San Francisco Public Utilities Commission's *Urban Water Management Plan 2000* and an adequate water supply would be available for the project.[19] Because project water demand could be accommodated by the existing supply, the project would not result in a substantial increase in water use, and would not result in a significant impact on water supply facilities.

8. **Biology** – Could the project:	Yes	No	Discussed

[18] Daniel Steiner, consulting engineer, *Estimated Water Use by 500 Dwellings*, February 26, 2002. The estimate of 115 gallons per day per household is consistent with water use assumption incorporated within the San Francisco Public Utility Commission's (SFPUC)Year 2000 Urban Water Management Plan (UWMP). 115 gallons x 51 units = 5,865 gallons per day.

[19] The SFPUC's UWMP update 2000 is based on the ABAG Year 2000 Projections, which include all known or expected development projects in San Francisco through the Year 2020.

8. **Biology** – Could the project:	Yes	No	Discussed
a. Substantially affect a rare or endangered species of animal or plant, or the habitat of the species?	☐	■	■
b. Substantially diminish habitat for fish, wildlife or plants, or interfere substantially with the movement of any resident or migratory fish or wildlife species?	☐	■	■
c. Require removal of substantial numbers of mature, scenic trees?	☐	■	■

The project site is within a developed area of the City, and is already covered by the parking garage on the site. No known rare, threatened, or endangered plant or animal species or habitat is known to exist on the project site or surrounding properties. The project would not interfere with any resident or migratory species. No other important biological resources are likely since the site has been disturbed by humans for many years. The existing street trees at the site would not be removed. Therefore, the project would not have a significant impact on rare, threatened, or endangered species or their habitats, or resident or migratory species or their habitats, and would not result in significant adverse impacts on biology.

9. **Geology/Topography** – Could the project:	Yes	No	Discussed
a. Expose people or structures to major geologic hazards (slides, subsidence, erosion and liquefaction)?	☐	■	■
b. Change substantially the topography or any unique geologic or physical features of the site?	☐	■	■

The *San Francisco General Plan* Community Safety Element contains maps that indicate areas in which one or more geologic hazards exist. The project site is located in an area subject to "moderate" to "extreme" damage levels (Modified Mercalli Intensity VIII to IX) from seismic ground shaking originated by a characteristic earthquake (Moment Magnitude 7.1) along the San Andreas fault approximately six miles southwest of San Francisco, and the Northern Hayward fault approximately 12 miles northeast of San Francisco (Maps 2 and 3 in the Community Safety Element).[20] The project site is also in an area subject to liquefaction in case of a seismic event as shown on the State of California Seismic Hazards Zones map (California Division of Mines and Geology), and Map 4 of the Community Safety Element, Seismic Hazards Study Zone, Areas of

[20] Association of Bay Area Governments, *San Francisco Bay Area - On Shaky Ground,* April 1995.

Liquefaction Potential. For any development proposal in an area of liquefaction potential, the Department of Building Inspection (DBI) will, in its review of the building permit application, require the project sponsor to prepare a geotechnical report pursuant to the State Seismic Hazards Mapping Act. The report would assess the nature and severity of the hazard(s) on the site and recommend project design and construction features that would reduce the hazards(s).

The project site is also in areas subject to landslide and seiche or tsunami run-up (Maps 5 and 6 in the Community Safety Element).[21] The project site is not in an area subject to reservoir hazards (Map 7 in the Community Safety Element).[22]

To ensure compliance with all San Francisco Building Code provisions regarding structural safety, when the Department of Building Inspection (DBI) reviews the geotechnical report and building plans for a proposed project, it will determine necessary engineering and design features for the project to reduce potential damage to structures from ground shaking and liquefaction. In reviewing building plans, the DBI refers to a variety of information sources to determine existing hazards and assess requirements for mitigation. Sources reviewed include maps of Special Geologic Study Areas and known landslide areas in San Francisco as well as the building inspectors' working knowledge of areas of special geologic concern. Therefore, potential damage to structures from geologic hazards on a project site would be mitigated through the DBI requirement for a geotechnical report and review of the building permit application pursuant to DBI implementation of the Building Code.

10. **Water** – Could the project:	Yes	No	Discussed
a. Substantially degrade water quality, or contaminate a public water supply?	☐	■	■
b. Substantially degrade or deplete ground water resources, or interfere substantially with ground water recharge?	☐	■	■
c. Cause substantial flooding, erosion or siltation?	☐	■	■

Water Quality

The proposed project would not substantially degrade water quality or contaminate a public water supply. All sanitary wastewater and stormwater runoff from the project site would be collected and

[21] City and County of San Francisco, Community Safety Element, *San Francisco General Plan*, April 1997.

[22] Ibid.

treated at the Southeast Water Pollution Control Plant prior to discharge in San Francisco Bay.[23] Treatment would be provided pursuant to the effluent discharge limitations set by the plant's National Pollutant Discharge Elimination System (NPDES) permit. See Section 7, page 53, for a discussion of sewer and wastewater treatment plant capacity. See Flooding, Erosion, and Siltation, below, for a discussion of water quality during construction.

Groundwater Resources

The project would not involve excavation (except for an elevator pit and shallow footings), and is therefore not anticipated to affect groundwater. The proposed project would not involve use of groundwater or substantially alter the impervious surfaces on the site. Therefore, groundwater resources would not be substantially degraded or depleted, and the project would not interfere substantially with groundwater recharge.

Flooding, Erosion and Siltation

The project site is currently covered by the impervious surfaces of the existing buildings, and the proposed project would not change the site's coverage of impervious surfaces, or the amount or pattern of site runoff. Site runoff would continue to drain to the City's combined storm and sanitary sewer system and would be treated to the standards contained in the City's NPDES Permit. Stormwater runoff from upstream of the site would be collected and discharged into the City storm drain system. Construction would not involve excavation (except for the elevator pit and shallow footings) or grading, and therefore would not have a significant impact on erosion.[24]

Based on the information presented above, there would be no significant water quality, groundwater, flooding, or erosion impacts from the proposed project.

11. **Energy/Natural Resources** – Could the project:	Yes	No	Discussed
a. Encourage activities which result in the use of large amounts of fuel, water, or energy, or use these in a wasteful manner?	☐	■	■

[23] During wet weather the North Point Treatment Facility near the project site is used to provide primary-level treatment for combined storm flows which is then pumped to the Southeast Water Pollution Control Plant, or discharged through overflow control structures located along the waterfront when additional runoff exceeds the full capacity of the system.

[24] Because the project would disturb less than 50 cubic yards, it would not be subject to the Maher Ordinance.

11. **Energy/Natural Resources** – Could the project:	Yes	No	Discussed
b. Have a substantial effect on the potential use, extraction, or depletion of a natural resource?	☐	■	☐

Energy Use

The project would construct approximately 57,999 gross square feet of residential use (51 units), and reconfigure the existing parking garage, reducing the number of parking spaces from 284 to 262. The project would meet current state and local codes concerning energy consumption, including Title 24 of the *California Code of Regulations* enforced by the Department of Building Inspection. Because the project would comply with the energy efficiency regulations of Title 24, it would not be considered to use energy wastefully. Project-generated demand for electricity would be negligible in the context of the overall demand with San Francisco and the State, and would not in and of itself require a major expansion of power facilities. No new power or communications facilities would be necessary as a result of project implementation. Thus, the proposed project would not result in an associated significant physical environmental effect due to increased energy demand.

Natural Resource Use

Other than natural gas and coal fuel used to generate the electricity for the project, the project would not use substantial quantities of other non-renewable natural resources. Therefore, the project would not have a significant impact on the use, extraction, or depletion of a natural resource.

12. **Hazards** – Could the project:	Yes	No	Discussed
a. Create a potential public health hazard or involve the use, production or disposal of materials which pose a hazard to people or animal or plant populations in the area affected?	☐	■	■
b. Interfere with emergency response plans or emergency evacuation plans?	☐	■	■
c. Create a potentially substantial fire hazard?	☐	■	■

Hazardous Materials Use

The proposed project would add residential uses to the existing offices and parking garage on the site. During operation, the new residential land uses would require relatively small quantities of hazardous materials for routine business and household purposes. The project would likely result in the use of common types of hazardous materials such as paints, cleaners, toners, solvents, and

disinfectants. All of these products are labeled to inform users of risks, and to instruct them in proper disposal methods. Most of these materials are consumed or neutralized through use, resulting in little hazardous waste. For these reasons, hazardous material use by the project would not pose a substantial public health or safety hazard.

Soil and Groundwater

No excavation is proposed for the proposed project (except for the elevator pit and shallow footings), which is therefore not subject to Ordinance 253-86, signed by the Mayor on June 27, 1986, codified as Article 20 of the Public Works Code (the Maher Ordinance), which requires analyzing soil for hazardous wastes within specified areas and on sites specifically designated by the Director of Public Works when over 50 cubic yards of soil is to be disturbed. The ordinance specifically includes sites that are bayward of the high tide line (as shown on maps available from the Department of Public Works [DPW]). Thus, because the project would disturb less than 50 cubic yards, it would not be subject to the Maher Ordinance.

The project site does not appear on the State of California Hazardous Waste and Substances Sites List (also known as the "Cortese List") maintained by the Department of Toxic Substances Control (DTSC).[25]

The project would not disturb surface or subsurface soil or groundwater at the project site, and would not have an adverse significant effect on soil or groundwater.

Building Materials

Asbestos

Asbestos-containing materials may be found within the existing parking garage on the site, built in 1969, proposed for partial demolition (under the proposed project, the parking garage would be reconfigured, and three levels of residential units would be added on top of the existing building). Section 19827.5 of the California Health and Safety Code, adopted January 1, 1991, requires that local agencies not issue demolition or alteration permits until an applicant has demonstrated compliance with notification requirements under applicable Federal regulations regarding hazardous air pollutants, including asbestos. The Bay Area Air Quality Management District (BAAQMD) is vested by the California legislature with authority to regulate airborne pollutants, including asbestos,

[25] http://www.dtsc.ca.gov/database/Calsites/Cortese_List.cfm, accessed September 30, 2004.

through both inspection and law enforcement, and is to be notified ten days in advance of any demolition or abatement work.

Notification includes the names and addresses of operations and persons responsible; descriptions and locations of the structures to be demolished/altered including size, age, and prior use, and the approximate amounts of friable asbestos; scheduled starting and completion dates of demolition or abatement; nature of planned work and methods to be employed; procedures to be employed to meet BAAQMD requirements; and the name and location of the waste disposal site to be used. The District randomly inspects asbestos removal operations. In addition, the District will inspect any removal operation for which a complaint has been received.

The local office of the State Occupational Safety and Health Administration (OSHA) must be notified of asbestos abatement to be carried out. Asbestos abatement contractors must follow state regulations contained in 8CCR1529 and 8CCR341.6 through 341.14 where there is asbestos-related work involving 100 square feet or more of asbestos-containing material. Asbestos removal contractors must be certified as such by the Contractors Licensing Board of the State of California. The owner of the property where abatement is to occur must have a Hazardous Waste Generator Number assigned by and registered with the Office of the California Department of Health Services in Sacramento. The contractor and hauler of the material are required to file a Hazardous Waste Manifest that details the hauling of the material from the site and the disposal of it. Pursuant to California law, the Department of Building Inspection (DBI) would not issue the required permit until the applicant has complied with the notice requirements described above.

These regulations and procedures, already established as a part of the permit review process, would insure that any potential impacts due to asbestos would be reduced to a level of insignificance.

Lead

Lead paint may be found in the existing parking garage on the site, constructed in 1969 and proposed for partial demolition as part of the project. Demolition must comply with Section 3407 of the San Francisco Building Code, Work Practices for 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, or the interior of occupied buildings (E3, R1, or R3 occupancy classifications) built prior to

or on December 31, 1978,, Section 3407 requires specific notification and work standards, and identifies prohibited work methods and penalties.

Section 3407 applies to buildings or steel structures on which original construction was completed prior to 1979, which are presumed to have lead-based paint on their surfaces unless a certified lead inspector/assessor tests surfaces for lead and determines it is not present according to the definitions of Section 3407. The ordinance contains performance standards, including establishment of containment barriers, at least as effective at protecting human health and the environment as those in the Department of Housing and Urban Development (HUD) Guidelines (the most recent Guidelines for Evaluation and Control of Lead-Based Paint Hazards) and identifies prohibited practices that may not be used in disturbance or removal of lead-based paint. Any person performing work subject to the ordinance shall make all reasonable efforts to prevent migration of lead paint contaminants beyond containment barriers during the course of the work, and any person performing regulated work shall make all reasonable efforts to remove all visible lead paint contaminants from all regulated areas of the property prior to completion of the work.

The ordinance also includes notification requirements, contents of notice, and requirements for signs. Prior to commencement of exterior work that disturbs or removes 100 or more square feet or 100 or more linear feet of lead-based paint in total, the responsible party must provide the Director of the Department of Building Inspection with written notice that describes the address and location of the project; the scope and specific location of the work; the methods and tools for paint disturbance and/or removal; the approximate age of the structure; anticipated job start and completion dates for the work; whether the building is residential or nonresidential, and whether it is 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. (Further notice requirements include Post Sign notifying public of restricted access to work area; Notice to Residential Occupants; Early Commencement of Work [by Owner, or Requested by Residential Occupant]). The ordinance contains provisions regarding inspection and sampling for compliance by DBI and enforcement, and describes penalties for non-compliance with the requirements of the ordinance.

These regulations and procedures by the San Francisco Building Code would ensure that potential impacts of demolition, due to lead-based paint, would be reduced to a less-than-significant level.

Fire Hazards

San Francisco ensures fire safety primarily through provisions of the Building Code and the Fire Code. Existing buildings are required to meet standards, which (depending on building type) may also include development of an emergency procedure manual and an exit drill plan, contained in these codes. In addition, the final building plans for any new residential project greater than two units are reviewed by the San Francisco Fire Department (as well as DBI), in order to ensure conformance with these provisions. In this way, potential fire hazards (including those associated with hydrant water pressure and emergency access) would be mitigated during the permit review process.

Conclusions

The project would not involve excavation (except for the elevator pit and shallow footings), and the project sponsor would be required to comply with City ordinances regarding potential hazards in buildings to be demolished, including partial demolitions. No unusual hazardous materials or fire safety issues would result from project operation. Therefore, the project would not have significant impacts associated with hazards.

13. **Cultural** – Could the project:	Yes	No	Discussed
a. Disrupt or adversely affect a prehistoric or historic archaeological site or a property of historic or cultural significance to a community, ethnic or social group; or a paleontological site except as a part of a scientific study?	☐	■	■
b. Conflict with established recreational, educational, religious or scientific uses of the area?	☐	■	■
c. Conflict with the preservation of buildings subject to the provisions of Article 10 or (proposed) Article 11 of the City Planning Code?	☐	■	■

Historical Resources

The existing garage, on which the proposed residential addition would be constructed, was built in 1969 and is not included in any federal, state, or adopted local register of historic resources (including *Planning Code* Articles 10 and 11), pursuant to *CEQA Guidelines*, Section 15064.5(a)(1) and (2). In addition, there is no evidence that the parking garage on the project site is a historic resource pursuant to *CEQA Guidelines*, Section 15064.5(a)(3).

The 90-foot tall, seven-story office building on the eastern portion of the project site was constructed as a warehouse about 1917 and converted to office space around 1960. The structure was built after 1913 and is not included in any federal, state, or adopted register of historic resources. Originally the structure was part of the many warehouses related to the San Francisco Port at the foot of Telegraph Hill, but the adaptive reuse as office removed many of the building's defining characteristics of the warehouse era. The proposed residential addition would partially cover the featureless plain west façade of the office building. The facades along Francisco and Montgomery Streets would remain unaltered.

In the vicinity of the project site, the Beltline Railroad Roundhouse Complex, in the area bounded by Sansome Street, The Embarcadero and Lombard Street, approximately one and one-half blocks southeast of the project site, is listed as Designated Landmark Number 114 in Article 10 of the *Planning Code*. The project would not result in any substantial adverse change in the significance of this historic resource nor conflict with the preservation of buildings subject to *Planning Code* Articles 10 or 11.

Archaeological Resources

The proposed project would not involve excavation (except for an elevator pit and shallow footings), and therefore would not affect any archaeological resources that may exist at the site.

C. OTHER

	Yes	No	Discussed
1. Does the project require approval and/or permits from City Departments other than the Planning Department or Department of Building Inspection, or from Regional, State or Federal Agencies?	☐	■	☐

A discussion of approvals and permits necessary for the project is presented in Compatibility with Zoning, Plans, and Policies above, beginning on page 11.

Public Notice and Comment

On April 1, 2004, the Planning Department mailed a Notice of Project Receiving Environmental Review to property owners within 300 feet of the 55 Francisco Street project site, tenants on and adjacent to the site, and other potentially interested parties.

Groups and individuals commented and expressed concern regarding potential effects of the proposed project on its surroundings. Concern was expressed regarding the following environmental issues: Transportation, shadow, wind, public health, visual, noise and hazardous materials. Environmental issues identified in public comments, as noted above, are addressed in this Initial Study, under applicable topics.

Comments were also received that do not pertain to physical environmental issues; and therefore, have not been addressed in the Initial Study checklist discussion. Overall, concerns and issues raised by the public in response to the notice were taken into consideration and incorporated into the Initial Study as appropriate for CEQA analysis. Comments regarding merits of the project and those that expressed support for or opposition to the project are not relevant to CEQA analysis of environmental impacts, but may be taken into account by the Planning Commission and other decision-makers as part of the project approval process.

D. MITIGATION MEASURES PROPOSED AS PART OF THE PROJECT

	Yes	No	N/A	Discussed
1. Could the project have significant effect if mitigation measures are not included in the project?	■	□	□	■
2. Are all mitigation measures necessary to eliminate significant effects included in the project?	■	□	□	■

The following mitigation measures are necessary to avoid potential significant effects of the project and have been agreed to by the project sponsor:

Mitigation Measure 1: Construction Air Quality

The following measures from the BAAQMD *CEQA Guidelines* will reduce construction air quality impacts to a less-than-significant level:

- Water all active construction areas at least twice daily.

- Cover all trucks hauling soil, sand, and other loose materials *or* require all trucks to maintain at least two feet of freeboard.
- Pave, apply water three times daily, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas, and staging areas at construction sites.
- Sweep daily (with water sweepers) if visible soil material is carried onto adjacent public streets.

The project sponsors shall also require the project contractor(s) to maintain and operate construction equipment so as to minimize exhaust emissions of particulates and other pollutants. Without limitation, the contractor shall be required to maintain properly tuned equipment and to prohibit idling motors when equipment is not in use or when trucks are waiting in queues, and implementation of specific maintenance programs to reduce emissions for equipment that would be in frequent use for much of the construction period.

E. IMPROVEMENT MEASURES

The project sponsor has agreed to implement the following improvement measures to reduce impacts of the project that were found in this Initial Study to be less than significant. Improvement measures identified in this Initial Study may be required by decision-makers as conditions of project approval.

Improvement Measure 1: Promotion of Car Sharing

The following measure would reduce the effect of the proposed project's parking shortfall.

- As a means to reduce the project's parking shortfall, the project sponsor could coordinate with City CarShare to promote the use of car-sharing by residents.

Improvement Measure 2: Timing of Construction Truck Traffic

The following measures would minimize disruption of the general traffic flow on adjacent streets.

- To the extent possible, truck movements should be limited to the hours between 9:00 a.m. and 3:30 p.m.

- The project sponsor and construction contractor(s) would meet with the Traffic Engineering Division of the Department of Parking and Traffic, the Department of Public Works, the Fire Department, the Police Department, and the Planning Department to determine feasible traffic mitigation measures to reduce traffic congestion and pedestrian circulation impacts during construction of the project.

F. MANDATORY FINDINGS OF SIGNIFICANCE

	Yes	No	Discussed
1. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or pre-history?	☐	■	☐
2. Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals?	☐	■	☐
3. Does the project have possible environmental effects which are individually limited, but cumulatively considerable? (Analyze in the light of past projects, other current projects, and probable future projects.)	☐	■	☐
4. Would the project cause substantial adverse effects on human beings, either directly or indirectly?	☐	■	☐

Cumulative analysis depends on a prediction of possible future environmental changes well beyond construction of the proposed project. Future cumulative traffic impact analyses were conducted for year 2020 cumulative conditions. See the "Traffic" section on pages 27 to 41 in which the results of the *55 Francisco Street Transportation Study* are summarized. As discussed there, project contributions to cumulative traffic at intersections in the vicinity would be so small as to be insignificant. The project would not be considered to contribute incrementally to cumulative regional air quality conditions, or to contribute to significant cumulative noise impacts. Similarly, the project would be consistent with the land use and height controls for the site and would not contribute to a cumulatively considerable land use or visual impact. Overall, the project would not have unavoidable environmental effects that are cumulatively considerable.

While local concerns or other planning considerations may be grounds for modification or denial of the proposal, in the independent judgment of the San Francisco Planning Department, there is no substantial evidence that with the implementation of the mitigation measures listed above the project could have a significant effect on the environment.

G. ON THE BASIS OF THIS INITIAL STUDY:

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

■ 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 the mitigation measures in the discussion have been included as part of the proposed project. A 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.

Date: January 27, 2006

PAUL E. MALTZER
Environmental Review Officer
for
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